

THE Commercial & Financial CHRONICLE

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.
A WEEKLY NEWSPAPER,
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 9.

NEW YORK, NOVEMBER 13, 1869.

NO. 229.

Foreign Bills.

RIDER & CORTIS,

75 BROADWAY, NEW YORK

Successors to

SAML. THOMPSON'S NEPHEW, AND ABM. BELL

SONS.
Starting Exchange business. Drafts on England and Scotland.

Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States.

DUNCAN, SHERMAN & Co.,

BANKERS,

CORNER OF PINE AND NASSAU STS.,

ISSUE

CIRCULAR NOTES AND CIRCULAR LETTERS

OF CREDIT,

For the use of Travelers abroad and in the United

States, available in all the principal cities of the

world; also,

COMMERCIAL CREDITS.

For use in Europe, east of the Cape of Good Hope

and India, South America, and the United States

CIRCULAR

LETTERS OF CREDIT

FOR TRAVELLERS,

DRAW at Sight or Sixty Days on PARIS, Sterling

Bills at Sight or Sixty Days, on

THE CITY BANK, LONDON.

Accounts received and interest allowed on same.

Stocks and Bonds bought and sold at the New York

Stock Exchange. RAILROAD LOANS NEGOTIATED

JAMES ROBB, KING & Co.,

No. 56 Wall Street.

S. G. & G. C. WARD,

AGENTS FOR

MARINE BROTHERS & COMPANY.

52 WALL STREET, NEW YORK,

25 STATE STREET, BOSTON.

LETTERS OF CREDIT FOR TRAVELLERS.

EXCHANGE ON LONDON AND PARIS.

SIGHT DRAFTS ON EDINBURGH & GLASGOW

STOCKS AND BONDS BOUGHT AND SOLD.

AT THE NEW YORK STOCK EXCHANGE.

James G. King's Sons,

54 William Street.

Bowles Brothers & Co.,

[Successors to BOWLES, DREVET & Co.]

No. 12 Rue de la Paix, Paris.

76 State Street, Boston.

19 William Street, New York

Bills on Paris and the Union Bank of

London.

CIRCULAR LETTERS OF CREDIT FOR TRAVEL

ERS IN ALL PARTS OF EUROPE

LANCASTER & Co., Richmond.

BROWN, LANCASTER & Co., Baltimore.

FRANK & GANS,

BANKERS AND DEALERS IN U. S.

GOVERNMENT SECURITIES,

14 WALL STREET.

Bankers and Brokers.

A. V. B. VAN DYCK,

STOCK, BOND AND GOLD BROKER,

NO. 30 BROAD STREET.

HATCH, FOOTE & Co.,

BANKERS

AND DEALERS IN GOVERNMENT SECURITIES

GOLD, &c.

No. 12 WALL STREET.

M. K. JESUP & COMPANY,

BANKERS AND MERCHANTS,

12 PINE STREET.

negotiate

Bonds and Loans for Railroad Cos.,

Contract for

Iron or Steel Rails, Locomotives,

Cars, &c.

and undertake

all business connected with Railways

McKim, Brothers & Co.,

No. 47 Wall Street, New York.

BANKERS AND BROKERS,

DEALERS IN GOVERNMENT SECURITIES

Stocks, Bonds and Gold bought and Sold exclusively

on Commission. Interest allowed on Deposit Accounts

WM. & JNO. O'BRIEN,

BANKERS AND BROKERS,

53 WALL STREET,

Continue to give their attention to the

Purchase and Sale of Stocks on Com-

mission,

AND TO THE NEGOTIATION OF LOANS,

Also, continue to receive money on deposit, subject

to instant draft, and allow interest on daily balances.

Wm. R. Utley & Geo.

W. Dougherty,

BANKERS AND BROKERS

NO. 11 WALL STREET, NEW YORK.

Government Securities, Stocks, Gold and Specie

Southern Securities and Bank Notes; Central and

Union Pacific Railroad Stocks; State, City, Town,

County and Corporation Bonds; Insurance, Manufac-

turing and Bank Stocks, BOUGHT AND SOLD.

Gibson, Beadleston & Co.,

BANKERS,

NO. 50 EXCHANGE PLACE.

STOCKS, BONDS, GOVERNMENT SECURITIES,

FOREIGN EXCHANGE and GOLD bought and sold

on the most favorable terms.

INTEREST allowed on deposits either in Currency

or Gold, subject to check at sight, the same as with

the City Bank.

ADVANCES made on all marketable securities.

DEPOSITS made at all points of the UNION

and in all PROVINCES.

Letters of Credit on FOREIGN and DOMESTIC

POINTS, in store and adroit. We invite particular

attention to this branch of our business, in which, we

have unusual facilities

Bankers and Brokers.

OFFICE OF

E. S. MUNROE & Co.,

19 New Street.

New York, November 5, 1869.

E. S. MUNROE. JAS. W. JORDAN. WM. L. MONTAGUE

Dealers in Railway and other Shares current at the

New York Stock Exchange.

We furnish to, or purchase of, applicants in lots to

suit, on favorable terms.

E. S. MUNROE & CO.

GEO. F. PADDOCK & CO.'S BANK.

Watertown, N. Y.

G. F. PADDOCK, } Proprietors. ORIN C. FROST, } Cashier.

CORRESPONDENTS:

Central Nat. Bank, New York; Jay Cooke & Co.;

N. Y. State Nat. Bank, Albany, N.Y.

Special attention paid to collections in New York

State and Canada.

J. L. Brownell & Bro.,

BANKERS & BROKERS,

23 BROAD STREET, NEW YORK.

Stocks, Bonds, Government Securities and Gold

Bought and Sold exclusively on commission.

Accounts of Banks, Bankers and individuals receiv-

ed on favorable terms.

REFERENCES:

J. H. FONDA, Pres. National Mech. Banking Ass. N. Y.

C. B. BLAIR, Pres. Merchants' Nat. Bank Chicago.

Citizens Bank of Louisiana

Capital and Reserved Fund, \$2,500,000,

AGENCY,

A. D. SELLECK, 37 Pine St, N. Y.

DRAW ON

London Joint Stock Bank, Marchand, Andre & Co

Baring, Brothers & Co., Fould & Co., PARIS

In sums to points suiting buyers of Sterling or France.

E. G. PEARL. D. F. JETT

PEARL & Co.,

BANKERS AND BROKERS,

64 BROADWAY & 19 NEW ST., NEW YORK.

Government Securities, Gold, Stocks and Bonds of

every description bought and sold on Commission.

Southern Securities a specialty.

TAUSSIG, FISHER & Co.,

BANKERS AND BROKERS

No. 32 Broad Street, New York.

Buy and Sell at Market Rates

ALL UNITED STATES SECURITIES,

Solicit accounts from MERCHANTS, BANKERS and

others, and allow interest on daily balances, subject

to Sight Draft.

Make collections on favorable terms,

and promptly execute orders for the purchase or sale

of

Gold, State, Federal, and Railroad

Securities.

WARREN KIDDER & Co.,

BANKERS,

NO. 4 WALL STREET, NEW YORK.

Orders for Stocks Bonds and Gold promptly exe-

cuted. FOUR PER CENT INTEREST ALLOWED

on Deposits subject to check at sight.

Banker and Brokers.**BANKING HOUSE**

OF

JAY COOKE & Co.,New York, Philadelphia and
Washington.

No. 20 WALL STREET, NEW YORK

We Buy, Sell and Exchange at most liberal rates, all
issues of**GOVERNMENT BONDS.**and Bonds of LAKE SUPERIOR AND MISSISSIPPI
RAILROAD COMPANY, and execute orders for pur-
chase and sale of**Stocks, Bonds and Gold.**WE RECOMMEND RAILROAD AND MUNICIPAL
BONDS, receive Deposits, subject to Check, allowing
interest, and transact a general Banking Business.

JAY COOKE & CO.

WILLIAM ALEXANDER SMITH & CO.,

BANKERS,

No. 40 Wall Street, New York.

DEPOSITS received and interest allowed at best
current rates.
GOVERNMENT and STATE SECURITIES, GOLD,
RAILROAD BONDS, STOCKS, etc., bought and
sold on Commission.ADVANCES made upon approved Securities.
COLLECTIONS made, and Loans Negotiated.**W. N. WORTHINGTON,**

MEMBER N. Y. STOCK EXCHANGE,

BANKER AND BROKER,

14 WALL STREET, NEW YORK.

Particular attention paid to the purchase and sale

Stocks, Bonds, Gold and Exchange.DEPOSITS RECEIVED SUBJECT TO SIGHT DRAFT
AND Four Per Cent interest allowed on Daily
Balances.**Southern Securities have special
attention.**

Collections made on all Southern Points.

HENRY SANCTON,**STOCK & GOLD BROKER,**

NO. 24 NEW STREET, NEW YORK,

ROOM 12.

ROBT. R. MAURY JAS. L. MAURY. ROBT. T. BROOKE.

R. H. MAURY & Co.,

BANKERS & BROKERS,

No. 1014 MAIN ST. RICHMOND, VA.

Sterling Exchange, Gold and Silver, Bank Notes,
State, City and Railroad Bonds and Stocks, etc.,
bought and sold on commission.Deposits received and Collections made on all
accessible points in the United States.

N. Y. Correspondent, VERMILYE & CO.

Miscellaneous

TO THE WORKING CLASS.—We are now prepared
to furnish all classes with constant employment at
home, the whole of the time or for these are moments.
Business new, light and profitable. Persons of either
sex easily earn from \$30 to \$45 per evening, and a pro-
portional sum by devoting their whole time to the
business. Boys and girls earn nearly as much as
men. That all who see this notice may send their
address and test the business, we make this unparal-
leled offer: To such as are not well satisfied, we will
send \$1 to pay for the trouble of writing. Full particu-
lars, a valuable sample, which will do to com-
mence work on, and a copy of *The Peoples Literary
Companion*—one of the largest and best family
newspapers published—sent free by mail. Reader,
if you want permanent, profitable work, address
E. C. ALLEN & CO., Augusta, Maine.

ONE OF THE MOST EMINENT PHYSICIANS IN
the Northern States, distinguished for his learn-
ing, character and skill desires to meet a capitalist,
who will purchase a Hotel at Aiken, S. C., to be kept
by him as a Resort for Northern Invalids. Dis. Wil-
lard Parker, Jared Indley, Alonzo Clark, J. M. Cuy-
ler and Dr. F. Dixon of Jefferson Med. College recom-
mend Aiken as the healthiest resort for consump-
tives on the Continent. The same eminent Prac-
titioners certify in the most flattering terms to the
CHAMBERLAIN, J. L. and J. T. B. of our Princip-
al, as the manager of the Hotel. The same does
the Governors of New York and New Jersey of New
Haven, Conn. \$5,000 Rent will be paid for the Hotel
and a bonus of \$3,000 paid purchaser. Enquire im-
mediately of W. J. BOSTWICK & CO.,
118 Broadway, N. Y.

WE HAVE THIS DAY TRANSFERRED OUR
interest in the business heretofore conducted
in New York and the firm name of J. O. F. & CO.
to J. Lewis Benjamin, whose interest in our Liver-
pool house will cease from and after this date. Mr.
Benjamin will also sign a liquidation, and hereafter
conduct the business in New York under his own firm
name for his account.

A. BEN WOLF, } Liverpool.

ABRAHAM H. F. NUNG, }

I RESPECTFULLY SOLICIT FROM THE FRIENDS
of the late firm a continuance of their favors and con-
fidence.—No. 40 Broadway, New York, November 11, 1889.
LEWIS BENJAMIN.**Financial.**Dealers in U.S. Bonds and Members of Stock and Gold
Exchanges in both Cities.Receive Accounts of Banks and Bankers on liberal
terms.**ISSUE BILLS OF EXCHANGE ON****C. J. HAMBRO & SON, London.****H. METZLER & SOHN & CO. Frankfurt****JAMES W. TUCKER & CO., Paris.**AND OTHER PRINCIPAL CITIES;
And Letters of Credit available throughout Europe.**CIRCULAR NOTES**

AND

CIRCULAR LETTERS OF CREDIT

FOR

TRAVELERS,

AVAILABLE IN ALL PARTS OF EUROPE

ALSO,

COMMERCIAL CREDITS,

ISSUED BY

MORTON, BLISS & Co.**VERMILYE & Co.,**

BANKERS,

Nos. 16 & 18 Nassau Street, New York.

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES

AND IN

GOLD AND GOLD COUPONS,

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND**GOLD,**

MAKING LIBERAL ADVANCES.

Interest on Deposits.

HENRY H. WARD. WM. G. WARD. CHAS. H. WARD.

WARD & Co.,

BANKERS,

54 WALL STREET, NEW YORK.

Established 1820.
Orders in Stocks, Bonds, Gold and Government Se-
curities promptly filled at usual rates. Foreign Ex-
change negotiated. Draw Bills on the**UNION BANK OF LONDON.**Deposits in Gold and Currency received and inter-
est allowed on balances exceeding \$1,000.**JOHN J. CISCO & SON,**

BANKERS,

NO. 59 WALL STREET, NEW YORK,

(Brown Brothers & Co.'s Building.)

Receive money on deposit, subject to check at sight
allowing interest on daily balances at the rate of four
per cent per annum, credited monthly.Issue Certificates of Deposit bearing four per cent in
terest, payable on demand or at fixed periods.Negotiate Loans.
Execute promptly orders for the purchase and sale
of Gold, Government and other Securities on com-
mission.Make collections on all parts of the United States
and Canada.

C. J. OSBORN.

ADDISON CAMMACK

OSBORN & CAMMACK,

BANKERS,

34 BROAD STREET.

Stocks, State Bonds, Gold and Federal
Securities,

BOUGHT AND SOLD ON COMMISSION.

Particular Attention paid to invest-
ments in Southern State Bonds.**Tapscott, Bros. & Co.**

86 SOUTH STREET, NEW YORK.

Issue Sight Drafts and Exchange payable in all
parts of Great Britain and Ireland.Credits on W. TAPSCOTT & CO., Liverpool. Ad-
vances made on consignments. Orders for Govern-
ment Stocks, Bonds and Merchandise executed.**Financial.****Banking House of****HENRY CLEWS & Co.**

32 WALL STREET.

Interest allowed on all Daily
Balances of Currency or Gold.Persons depositing with us can
check at sight in the same manner
as with National Banks.Certificates of Deposit issued, pay-
able on demand or at fixed date,
bearing interest at current rate, and
available in all parts of the United
States.Advances made to our Dealers,
at all times, on approved collaterals,
at market rates of interest.We buy, sell and exchange all
issues of Government Bonds at cur-
rent market prices, also Coin and
Coupons, and execute orders for the
purchase and sale of Gold and all
first-class Securities, on commis-
sion.Gold Banking Accounts may be
opened with us upon the same con-
ditions as Currency Accounts.Railroad, State, City and other
Corporate Loans negotiated.Collections made everywhere in
the United States, Canada and
Europe.

Dividends and Coupons collected.

(7) SEVEN PER CENT CITY STOCKS.

INTEREST PAID

MAY AND NOVEMBER,Transferable at City Comptroller's
Office.

For Sale

GEO. K. SISTARE,

24 Nassau St.

Dry Goods.**Extremely Low Prices**

AT

UNION ADAMS & Co.**FOR GENTLEMEN**Patent Merino Shirts.
Patent Merino Drawers.
Scarlet Cashmere Shirts.
Scarlet Cashmere Drawers.
Cloth and Buck Gloves.
Scarfs and Ties.**FOR YOUTH.**Shirts and Collars.
Kid and Buck Gloves.
Patent Merino Shirts.
Patent Merino Drawers.
Cardigan Jackets.
Woolen Hosiery.

No. 637 Broadway.

Financial.

SEVEN PER CENT

FIRST MORTGAGE

Convertible Sinking Fund

Gold Bonds

OF THE

Danville, Urbana, Bloomington and
Pekin Railroad Company

OF ILLINOIS.

Principal and Interest Payable in Gold at the Far-
mers' Loan and Trust Company, New York.
Coupons payable First of April and
October,

Free of Government Tax

Total Issue - - - - \$2,000,000
Capital Stock - - - - \$3,000,000The Bonds are a first mortgage on the railway, its
rolling stock, depots, machine shops, lands, and the
entire property of the Company

Length and Topography.

The road is 117.5-100 miles in length, the only East
and West line connecting the Cities of Danville, Ur-
bana, Bloomington and Pekin on the line of the old
Emigrant Road. This section has been justly named
the "Garden of the West," and is noted for its large
agricultural and manufacturing products, also for its
valuable mines of coal. The local business will make
the line a FIRST CLASS PAYING ROAD.

Valuable Connections.

In addition the Company provide for a large through
business, having as MANY VALUABLE CONNEC-
TIONS EAST AND WEST AS ANY ROAD now in
operation. The line has lately been consolidated with
the Indianapolis and Danville Road, making over 200
miles under one management.At Indianapolis it connects with the Pennsylvania
Central, Baltimore and Ohio, also with several other
lines at Danville, with the Toledo, Wabash and Western,
and at Pekin with Peoria, making a new through
direct route to Illinois, connecting Philadelphia, New
York, Boston and Baltimore with Peoria, Keokuk,
Burlington, Omaha and the far West.

Completion of the Road.

The road is being rapidly constructed, all graded
and bridged, the track laying at the rate of one mile
per day, all the iron and a large amount of rolling
stock provided. The whole road WILL BE COM-
PLETED BEFORE THE 1ST OF JANUARY NEXT.

Profit of the Investment.

The bonds average LESS THAN EIGHTEEN
THOUSAND DOLLARS PER MILE, are CONVERTI-
BLE INTO STOCK AT PAR, at the option of the
holder, at any time, and may be registered in the name
of the owner if desired.The stocks of several of the principal lines of Illinois
are selling at from above par to nearly 200. There is a
reasonable prospect of the stock of this road, at no
distant day, selling as high as either of them, which
makes the convertible clause a valuable option.We have PERSONALLY EXAMINED THE ROAD,
and consider the bonds a CHOICE SECURITY; we
therefore take pleasure in recommending them to in-
vestors as SAFE, PROFITABLE AND RELIABLE.
A large portion of the loan has already been sold.We are authorized to offer them for the present at
96 and accrued interest in currency, the Company re-
serving the right to advance the price without notice.
At this price THEY PAY TEN PER CENT in currency
—nearly FIFTY PER CENT MORE THAN THE
SAME AMOUNT INVESTED IN GOVERNMENTS
Gold and all marketable securities received in ex-
change at highest market rates. Bonds forwarded by
express free of charge.

TURNER BROTHERS,

BANKERS,

No. 14 Nassau-st., New York

Financial.

A CHOICE SECURITY.

SEVEN PER CENT GOLD,
FREE OF GOVERNMENT TAX.

Nearly 10 Per Cent Currency.

FIRST MORTGAGE BONDS

OF

N. Y. & OSWEGO MIDLAND R.R.

THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-
UP STOCK SUBSCRIPTIONS. Nobonds issued on road under construction;
issue limited to \$20,000 per mile of road
built and in running order, BEING ONLY
ABOUT HALF THE ACTUAL CASH
COST. The road is being built with great
economy for cash; 100 miles are done, and
in the most thorough manner; 50 miles ad-
ditional will be finished in November; and
the whole line (over 400 miles) it is expected
will be completed within the ensuing year.It is one of the most important roads in the
State of New York. It shortens the route
from New York City to Buffalo 70 miles,
and to Oswego 45 miles; it traverses a
populous district destitute of other railroad
facilities, which must furnish it a large and
profitable local business; and it will be com-
pleted at an aggregate cost far below that
of any competing line. These advantages
cannot fail to make it one of the best pay-
ing roads leading from the metropolis, and
its First Mortgage Bonds one of the safest
securities ever issued. All mortgage bonds
issued on railroads running from the City of
New York are good, and the interest
promptly paid although some of them are
mortgaged far more than double the amount
per mile that the Midland is. Among the
bonds now offering we know of none equal
to these. For the investment of trust or other
funds there is nothing better; and in ex-
change for Government Bonds they give a
large increase of income, besides capitalizing
the premium. They are meeting with rapid
sale, and we have been gratified to find that
they are taken chiefly by the most conserva-
tive and sagacious capitalists in exchange
for Government Securities. Price par and
accrued interest in currency. Circulars,
pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,

BANKERS, 25 NASSAU ST.

Financial.

STATE, CITY, COUNTY

AND
RAIL ROAD BONDS
BOUGHT AND SOLD.

Loans Negotiate for R.R. Companies

G. COPELAND,

38 PINE STREET, NEW YORK

A SEVEN PER CENT GOLD LOAN.

\$6,500,000.

The Kansas Pacific Railway now in successful op-
eration from Kansas City to Sheridan, proposes to build
an extension to Denver, Colorado. The Government
has granted Three Millions of Acres of the finest
lands in Kansas and Colorado, which are mortgaged
for the security of a loan of

\$6,500,000.

This loan is secured in the most effectual manner.
It represents a road in profitable operation, and will
open the trade of the Rocky Mountain country, and
connect it with the great markets of the East. It is
considered to be one of the best loans in the marketEVEN BETTER IN SOME RESPECTS THAN
GOVERNMENT SECURITIES.The loan has thirty years to run, principal and in-
terest payable in gold, semi-annually, seven per cent.
The coupons will be payable semi-annually in either
Frankfort, London, or New York, and will be free
from Government taxation. The bonds for the pres-
ent are sold in currency at 96, with accrued interest.
Circulars, maps, and pamphlets sent on application.

DABNEY, MORRIS & CO.,

38 EXCHANGE PLACE, N. Y.

M. K. JESUP & COMPANY

12 PINE STREET, N. Y.

GEORGE OPDYKE. WM. A. STEPHENS
G. FRANCIS OPDYKE.BANKING HOUSE OF
Geo. Opdyke & Co.,

NO. 25 NASSAU STREET,

(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks,
Bankers and Corporations, subject to check at
sight, and interest allowed at the rate of Four per
cent per annum.CERTIFICATES OF DEPOSIT issued, bearing Four
per cent interest, payable on demand, or after
fixed dates.COLLECTIONS made on all accessible points in the
United States, Canada and Europe. Dividends
and Coupons also collected, and all most promptly
accounted for.ORDERS promptly executed, for the purchase and
sale of Gold; also, Government and other Securi-
ties, on commission.INFORMATION furnished, and purchases or ex-
changes of Securities made for Investors.NEGOTIATIONS of Loans, and Foreign Exchange
effected.

Lockwood & Co.,

BANKERS,

No. 94 BROADWAY & No. 6 WALL STREET.
DEALERS IN GOVERNMENT AND
OTHER SECURITIES.Interest allowed upon deposits of Gold and Cur-
rency, subject to Check at Sight. Gold loaned to
Merchants and Bankers upon favorable terms.

No. 14 WALL STREET.

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & CO.,

Bankers and Commission Merchants,

No. 44 BROAD STREET, NEW YORK.

Government Securities, Stocks, Bonds and Gold
bought and sold on the most liberal terms. Mercan-
tile Bankers and others allowed 1 per cent on dep-
osits. The most liberal advances made on Cotton, tobacco
&c., consigned to ourselves or to our correspondent
Messrs. K. GILLIAT & CO., Liverpool.

AUSTIN & OBERGE,

313 WALNUT STREET,

PHILADELPHIA.

Commission Stock Brokers.

J. BELL AUSTIN.

CHAS. H. OBERGE

FIRST MORTGAGE SIX PER CENT GOLD BONDS OF THE WESTERN PACIFIC RAILROAD CO. OF CALIFORNIA.

Franchises and Subsidies.

The WESTERN PACIFIC RAILROAD OF CALIFORNIA is the westernmost link of the GRAND CENTRAL NATIONAL PACIFIC RAILROAD ROUTE, authorized by act of Congress, aided by grants of public lands, and a special issue of United States Bonds, and constructed under the supervision of government officers. The company are entitled to all the rights and privileges of the several Pacific railroad companies, according to the acts of Congress, and their amendments, and these privileges have been ratified by the State of California.

The franchise was originally included in the act of Congress (approved July 1, 1862), authorizing the Central Pacific Railroad Company "to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento river, to the eastern boundary of California, upon the same terms and conditions in all respects" as are applied to the corporations building the other portions of the Pacific Railroad and branches. The portion of the line between Sacramento and San Francisco was assigned to the Western Pacific Railroad Company, and the assignment was duly approved by Congress, March 3, 1865, and confirmed by the State of California.

Direct Line to San Francisco.

The Western Pacific Railroad makes direct connection at its eastern terminus in Sacramento with the Central Pacific Railroad, and through it with the railroad system east of the Rocky Mountains. It has two western termini: one at San Jose, where it intersects the Southern Pacific Railroad of California, by which its cars can be carried continuously to the city of San Francisco, which is reached by a short ferry transit from Oakland. The length of the line, from Sacramento to San Francisco, is 180 miles, and of the San Jose Fork, 20 miles, or a total of 150 miles of railroad line.

The whole railroad, telegraph line, and ferry facilities are now completed, equipped, and in successful operation, and passenger and freight trains have been running regularly since September 7. The whole has been inspected and approved by commissioners appointed by the President, and the United States six per cent bonds authorized by Congress issued on the greater part, and the bonds on the remaining section will probably be issued before December 1. The track and structures have been built with special reference to the requirements and extent of the business which were certain to pass over the line from the moment of its completion. The grades and curves are unusually light, and a large proportion of the road is tangent line. Passengers are now being carried over the distance between the terminus on the Bay of San Francisco and the Central Pacific Railroad station in Sacramento (180 miles) in a little over five hours; and it is expected that after time and season shall have solidified its new embankments the trip will be made in four hours.

Route—Through the Garden of California.

The route of the Western Pacific road lies directly across the richest and most thickly settled portion of the State, and connects its three largest cities with the metropolis of the Pacific coast. The Sacramento, San Joaquin, and Contra Costa Valleys, which it traverses in its course, are the most productive, salubrious and valuable in California, if not on the continent, the soil being a rich, brown loam, ever ready for the plow. Fruits and grain are there grown in abundance, attaining to greater perfection than in any other part of the globe. There were carried over the Western Pacific Railroad, during the month of October, 15,230 tons of freight, of which the greater part was wheat grown in these valleys (although the larger portion of this year's crop had previously been shipped), and it is believed that fully 100,000 tons will be drawn from the adjacent regions to the line during the coming season. The district within fifty miles of the line of the road may be said to constitute the garden of the Pacific coast, where flowers bloom, and semi-tropical fruits are grown, all the year round; and where a genial climate and teeming soil afford the most attractive features for settlement and residence. For 20 miles out of San Francisco the land along the line of the road is being eagerly taken up for suburban residences, and for market and fruit garden purposes, at \$600 per acre and upward. The population of the counties through which the line passes (exclusive of San Francisco) amounts, according to the best authorities, at the present time, to upwards of 80,000, and the assessed value of property to over \$30,000,000 in gold; both of which will be rapidly multiplied by the presence of the road. This road will be to California and its chief city what the Hudson River, New Haven, or New Jersey Railroads are to New York.

Local Business.

The city of Stockton, which lies midway of the route, already containing a population of over 6,000, is the seat of an important trade, and the centre of tributary roads—among others, the Stockton and Copperopolis (44 miles), building to the mining regions in the foot-slopes of the Sierras, and the San Joaquin Valley Railroad projected along this great valley, a line of 800 miles, which, when completed, will be an important feeder, as it drains the largest unbroken tract of fertile land in California. In like manner the California and Oregon Railroad, of which 100 miles are now nearly completed, and which is rapidly extending along the Sacramento and Willamette Valleys to Portland, Oregon, (having an important grant of public lands), already contributes a large business, which promises a wonderful future expansion. The coal found along the line of the road in the Coast range of hills is admirably adapted to railroad and manufacturing purposes, is now in use on the line, and must hereafter form an important item of business.

Through Traffic.

The Western Pacific has, in addition to the important local business already guaranteed, the important advantage of close relations with its connecting road before named, and with the Central Pacific Railroad, a large part of whose enormous annual earnings is derived from through business, which must also pass over the Western Pacific. By virtue of its position, it must control the bulk of the great volume of business centering at San Francisco, and receive its proportion of mileage thereon. There is a strong community of interest between the Western Pacific and the roads above mentioned, the principal owners and officers of the three corporations being the same. Neither of them can be affected by competition, and as the Western Pacific is the main artery of the system of railroads on the Pacific slope, the revenues over which it has almost entire control, may be expected to exceed, per mile, even those of the great eastern lines. No less than 7,000 passengers were carried eastward, and 14,700 passengers westward, in October. The receipts from passenger traffic amounted to \$57,000, and from freight \$48,000 or a total monthly earning of \$105,000 in coin for the first full month of its operation. At the rate of \$10,000 per mile, only, per annum, the annual receipts would exceed \$1,500,000 in coin, of which fully \$600,000 would be profit.

Great Value of the Property.

The present equipment of the road is ample. The facility for transferring both freight and passengers from the cars to ships along side the company's wharves will be on a scale commensurate with the vast traffic. Thirty acres of choice water front, which in a few years will be in the business portion of San Francisco, have been granted to the company, as well as five hundred acres of tide lands on the Oakland shore of the bay, for depot and other purposes. Both of which are of great value. The average cost of the road has exceeded \$50,000 per mile (as it contains several very expensive bridges and one tunnel of 1,800 feet), and it is safe to estimate the value of the franchises, railroad line, equipment, and property of the company at ten millions of dollars. The company having met this vast expenditure from their own private resources, together with the aid afforded by the general government, and the subscriptions of capital in California, have purposely reserved their privilege of issuing bonds upon the line until its completion and successful operation.

They now authorize the sale of their

First Mortgage Six Per Cent Gold Bonds.

amounting to but \$2,800,000, or less than one-third of the value of the property pledged as security.

The cost and value of this railroad are so great in comparison with its bonded debt, and its business and profits are so certain and large, in proportion to the current interest liabilities to be assumed—the management of the road having been committed to the same energetic, high-minded, and upright parties who have from the beginning won honor for the Central Pacific Railroad—that we feel gratified in being able to offer to our customers so desirable a bond upon a railroad completed, amply equipped, and in successful and profitable operation. The vital position of the line, the vast amount of cash capital which has been invested in it, the economy and finish of its construction, together with its powerful alliances and connections, combine to give to its bonds an immediate character and value, which it takes years to impart to those of projected or uncompleted roads.

The bonds have thirty years to run, and will be sold at

Ninety and Accrued Interest,

in currency. They are made payable, PRINCIPAL AND INTEREST, IN GOLD COIN, in the city of New York.

They possess the following recommendations:

- I. They are based on the direct Trunk road leading from San Francisco, the metropolis of the Pacific, eastward.
- II. The property is under the same management as that of the Central Pacific and will have the Overland Line as a feeder.
- III. Beside a local traffic of the first importance, it will receive a mileage upon an immense through business.
- IV. The revenues, which are in coin, are large from the beginning, and must keep pace with the development of the most rapidly-growing State in the Union.
- V. The amount of the First Mortgage Bonds offered—\$2,800,000—will be less than a third of the cost and value of the road, equipments, etc.
- VI. While, by a moderate estimate, the net earnings of the road will, in its first year, reach \$600,000 in gold, the annual interest upon the whole of the First Mortgage Bonds will fall short of \$170,000.
- VII. It is a completed and operated line, already earning more than sufficient to pay the interest upon the whole funded debt.

The near approach of the time when the United States can retire the greater portion of its Six Per Cent debt is naturally leading inquiry for other forms of investment which will afford satisfactory security with the same rate of interest. The WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS must have an immense advantage over all other securities, inasmuch as they are based upon merely local or uncompleted railroad, and may be held with as much confidence as government bonds, or as first class mortgages on New York property.

The loan is small in amount. Its clearness and soundness are apparent. It will be rapidly taken. Bonds will be delivered as the orders are received.

Government bonds received at half market value in exchange.

FIK & HATCH.

BANKERS.

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.
A WEEKLY NEWSPAPER,
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 9.

SATURDAY, NOVEMBER 13, 1869.

NO. 229.

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The Chronicle.

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GOVERNMENT BONDS AND THE TREASURY.

Among the causes which have combined to cause the heavy recent decline in United States bonds, it is certain that the economical administration of the government and the efficient management of the Treasury have had no place. And if further proof of this were needful, we have it in the official statement of the last quarter's receipts and expenditures of the Treasury, which was published yesterday in conformity with the law of 17th June, 1844. Towards the close of August last we gave a comprehensive survey of the financial transactions of the Treasury for the whole fiscal year, and showed that while the revenues from all sources amounted to 370 millions, the expenditures were but 321 millions, showing a surplus of over 49 millions, of which 45 millions were gained in the three months after the advent to power of the present administration, last March. The surplus, as we then showed, was largely due to the income tax and other annual dues which were collected in part during the month of June. The same cause has been in operation during the succeeding quarter, and we find in consequence a very gratifying excess of revenue over expenditure. For the whole of the three months, ending 30th September, the aggregate receipts were \$119,195,727, and the payments \$72,767,932, of which sum

37½ millions were for interest and 35 millions for the general expenditure of the government. Mr. Boutwell had thus an accumulating balance of over 49 millions during the quarter towards paying off the principal of the debt. With this money he has bought 41 millions of bonds, on which he has paid a premium of \$8,322,791. With this, showing there is no wonder that the quotations for government bonds showed a firmer tendency immediately on the publication of this report.

If we look at the specific items of which these aggregates are composed, we shall find abundant reason for gratification. The customs duties amounted to 52 millions, against 44 millions for the previous quarter, and 49 millions for the foregoing one. The internal revenue yielded 47 millions against 56 millions for the June quarter, 32 millions for the March quarter, and 30 millions for the quarter ending December, 1868. For the quarter ending September 30 of last year the internal taxes yielded no more than 38 millions. Nothing can more satisfactorily prove the efficiency with which the internal revenue is collected. And these taxes for the past year have yielded 169 millions, against 191 millions in the previous year, 266 millions in 1867, 309 millions in 1866, 209 millions in 1865, 109 millions in 1864, and 37 millions in 1863, when these taxes were first imposed. We are very rapidly getting our internal revenue system into perfect efficiency, and still, in consequence of a repeal of taxes, the amount yielded by internal revenue duties is declining. There is no doubt that a number of these internal revenue taxes press very heavily on industry, and check the growth of the productive power of the country. Many vexatious and mischievous and unproductive taxes will be repealed, no doubt, at the next session of Congress, and there is a general belief that with a stringent and faithful collection of the taxes on whiskey and tobacco, we should be able, if the revenue tax were continued, to repeal all the internal taxation which does violence to the principles of fiscal science, or is hostile to the best interests of the country. How far Congress will become converted to these views remains to be seen. There is no doubt however, that our internal revenue service must be further simplified, and that a number of inquisitorial, minute, unproductive and wasteful taxes ought to be wiped out and repealed at once.

We must not omit to notice the great increase in the customs duty. These taxes are usually regarded as indicative of the growing wealth of our people. When the country is well-to-do its population can afford to expend lavishly in such articles of luxury as pay a large part of our customs revenue. And when commercial depression and domestic impoverishment stop such extravagant outlay, then the importations fall off and the customs revenues shrink and diminish. From this and other reasons the growth of the customs revenue has been regarded as the barometer of popular prosperity, and in

this point of view the statement before us is gratifying, showing as it does an import movement rather above than below the average. During the year ending 30th September these duties have yielded 183 millions, against 164 millions in the year 1868, 176 millions in 1867, and 179 millions in 1866. The arrangement and final consolidation of the revenue, will perhaps not increase the amount yielded by customs duties beyond last year's aggregate, still the credit of our government and the pressure of prodigious debt will not allow it to be much lowered; for by it we have to pay the interest on our two thousand millions of coin bearing bonds.

We repeat, then, that with the Treasury statement before us for the last quarter, we need not wonder at the rise yesterday in the Wall Street quotations for five twenties. Whether these bonds will go higher immediately, or whether the inevitable advance is to be preceded by a further decline, we do not venture an opinion. It is enough to say that we have nearly all the conditions for a rise in the market. Money is growing easier, confidence is recovering, savings banks are ceasing to exchange their government bonds for other securities, so as to glut the market with five-twenties. Moreover, an investment demand for government securities is developing under the low prices now current. With these conditions for an advance there is still a possibility of a further temporary decline; and yet those persons who are waiting to purchase in order to take advantage of that decline, may realize the old adage that "it is unsafe to wait too long."

THE DISCOUNT MARKET.

For a few weeks past there has been a growing pressure in the discount market, which at last has developed into an unusual stringency. The city banks report a greater urgency from their mercantile customers for accommodation than has been experienced for many years past; and that the applications have exceeded the means of the banks has been unfortunately obvious, from the fact that several failures have occurred within the week. When the best double name paper is negotiated with difficulty at 12@15 per cent, and choice single names at 12@24 per cent, the market is obviously far from being in a healthy condition; and this state of affairs appears the more anomalous, in view of the fact that money is comparatively abundant on call, Wall street borrowers being readily supplied upon collaterals at 5@7 per cent.

It has been common with the press to attribute this condition of the market to a radical distrust in mercantile credits. It is of course to be expected that, when rates rise to such extraordinary figures, there should be more than ordinary caution among discounters; but we find no reason for supposing that the process which has culminated in the prevailing pressure was influenced by any special lack of confidence. The banks generally state that they now hold more paper than for many years past, and it is hardly presumable that they would have discounted so heavily under a feeling of distrust. It has been again said that distrust has been especially directed against the dry goods interest; this idea, however, is irreconcilable with the fact that there has been no more difficulty in negotiating that class of credits than any other, nor have rates upon such paper been relatively higher. Of course, with a deranged monetary system, with a steady decline in prices and consequently in the value of stocks of goods, and with extravagant private and business expenditures, there is naturally a chronic feeling of caution respecting credits generally; but there has been of late nothing to stimulate or intensify this feeling, or to augment the risks arising from these causes. On the contrary, within late months there have been indications of an improving condition

of the material interests of the country at large. There has been a check upon our late excessive importations, and our exports have very materially increased—the best possible indication that stocks of commodities are recovering their normal condition, and that the product of the country is gaining upon its consumption, the symptom for which intelligent observers have eagerly watched as the truest evidence of a natural return to a healthier condition of affairs. So far, the signs of the times have been encouraging to a growth of confidence in commercial credits; and the banks have not been slow to appreciate these indications.

This unusual condition of the discount market appears to be very closely connected with recent irregularities in currency movements. A few months since the Treasury began to cancel the lower denominations of United States notes, and the process was continued until several millions of the more active form of legal tender circulation were temporarily retired from use, the Treasury having but this month commenced to replace the retired notes. From this cause, the New York banks could only very partially supply the demand for currency from the West for moving the grain crops. The West had consequently to sustain the pressure of an important currency contraction at a season when currency is required for the transfer of commodities from the producer to the merchant. In the absence of the usual medium of exchange, the crops had of necessity to be moved to a large extent upon credit. The farmer, having failed to receive money for his products, was unable to make purchases or settlements with the storekeepers, who, in turn, were unable to settle with their creditors; and thus the Western merchants were, on the one hand, compelled to buy in this city more largely on credit than usual, and, on the other, to ask a temporary extension of maturing obligations. The direct result of this process has been to cause a sudden and large increase in the credits granted by New York merchants; and hence the unusual magnitude of their present applications for discounts. So far as this cause may have contributed to the prevailing stringency, the pressure is to be viewed as the result of a temporary postponement of settlements, from reasons of an extraneous and exceptional character.

At the same time other minor influences may have helped to impede credit operations. Rumors have prevailed foreshadowing a decision of the Supreme Court adverse to the constitutionality of the Legal Tender Act; and its importance having been magnified for sensational effect, it is possible that some may have felt timid about taking long date paper. The growing conviction that the increasing crops and the decline in gold will inaugurate a permanently lower range of values, may also have produced in some quarters a feeling of caution. But our observation does not lead us to suppose that these influences have had any very material effect upon the negotiation of credits. Something, however, is undoubtedly due to the fact that the means of the Western population have been diminished by the recent fall in the value of grain and other produce. The aggregate value of the grain crop of 1869 is very materially below that of late years; and as the reduction of expenditures does not immediately accompany the loss of income, it is quite conceivable that the West is temporarily short of funds for paying its debts to the East. Then, again, the effect of the irregularity in currency regulations, above alluded to, has been aggravated by the lack of elasticity in our monetary system. In the absence of any arrangements providing for the redemption of bank circulation during periods of ease in money, the surplus funds of the banks are at the quiet seasons of the year drawn into speculative movements and there held, at periods when the crop movements call for a freer circulation, and when the merchants require enlarged discounts. This, however, cannot

perhaps be regarded as having contributed more than usual to the prevailing pressure.

Upon the whole, then, we incline to the conclusion that the present state of the market is mainly the result of an over supply of mercantile paper, induced by temporary and exceptional causes, extraneous to purely commercial movements or to considerations fundamentally affecting the soundness of commercial credits.

RAILROAD EARNINGS FOR OCTOBER AND FOR TEN MONTHS OF THE YEAR.

The monthly statement of railroad earnings for October and the past ten months of the year is of more than usual interest at the present time, in consequence of the continued depression in prices at the Stock Exchange and the frequent assertions that this is the result of decreased traffic. As a rule, the returns for October, 1869, do not show a wide variation from those of the same month last year. The principal exceptions to this are the Chicago and Northwestern Company, which reports a decrease of \$155,835, and the Ohio and Mississippi, which returns an increase of \$44,715. Milwaukee and St. Paul returns the largest earnings of any one month since the consolidation of the road, with the single exception of October, 1867. Lake Shore and Michigan Southern shows an increase of \$29,651 and Michigan Central a decrease of \$21,048.

The October earnings, upon the whole, must be considered exceedingly favorable, from the fact that no general decrease is shown compared with October, 1868, which was probably the most favorable month that the Western roads have ever known; the latter fact may be seen by an examination of the comparative table of monthly earnings for three years past, which will be found on a subsequent page. The earnings of October, 1868, were disproportionately large and fell off rapidly in the succeeding month. The following will show the figures for the two months and the decrease on several of the principal Western roads:

	October. 1868.	November. 1868.	Decrease.
Chicago & Alton.....	\$508,745	\$49,568	\$94,077
Chicago & Northwestern.....	1,500,666	1,135,134	434,732
Chicago & Rock Island.....	591,301	424,509	166,690
Illinois Central.....	931,539	685,400	246,139
Michigan Central.....	511,820	410,825	100,995
Milwaukee & St. Paul.....	1,037,463	556,917	480,546
Toledo, Wabash & Western.....	429,895	323,379	106,516

We observe here an uniform decrease, ranging from \$100,395 on Michigan Central, to \$480,546 on Milwaukee & St. Paul, and as a natural consequence of that position of affairs in those months of 1868, we should expect to see a falling off in the October earnings of this year compared with last, and an increase in the month of November. So far as the earnings for the first week of November have come in, this anticipation is fully warranted. Chicago and Northwestern shows a decrease of only \$9,893, which is quite insignificant compared with any previous week for a long time past, and this road, as we have often stated, has special cause for a falling off in earnings by reason of the loss of freight for construction of the Union Pacific road, which was last year a very large item. Chicago and Rock Island shows an increase of \$44,486, Lake Shore and Michigan Southern an increase of \$24,000, and Milwaukee and St. Paul an increase of \$50,858, making a total increase on the latter of \$142,000 in the two weeks past. These are the only roads which have reported at the time of writing, and they promise very favorably. In the table following it will be noticed that in addition to the roads heretofore reported the Pacific Railroads are given for 1869, though no comparison with a previous year can yet be made:

	1869.	1868.	Inc.	Dec.
Central Pacific.....	\$23,000	\$....	\$....	\$....
Chicago & Alton.....	463,108	503,745	....	40,636
Chicago & Northwestern.....	1,414,381	1,570,096	....	155,835

Chicago, Rock Island & Pacific.....	\$581,060	591,309	10,209
Cleveland, Col., Cinn. & Indianapolis.....	293,815	293,296	519
Illinois Central.....	894,934	901,630	6,696
Kansas Pacific.....	287,000	....	....
Lake Shore & Michigan Southern.....	1,379,603	1,249,950	29,651
Marietta & Cincinnati.....	132,869	135,065	7,804
Michigan Central.....	490,772	511,820	21,048
Milwaukee & St. Paul.....	1,039,811	1,037,463	2,348
Ohio & Mississippi.....	325,044	283,329	44,715
St. Louis, Alton & Terre Haute.....	305,750	210,473	4,728
Toledo, Wabash & Western.....	429,368	429,595	7,530
Union Pacific.....	275,617	....	....
	\$9,333,721	\$7,707,944	\$94,837
			\$246,677

* Exact earnings in 1868, approximate in 1869.

A more correct and fairer estimate of the earnings of our railroads can be made, by taking the past ten months of the year and comparing the totals with the same period in 1868, and in this comparison it must still be remembered that the traffic of 1868 was unprecedentedly large and much in excess of 1867. The table following shows the earnings for the period referred to, and all the roads continue to report a considerable increase in their earnings from January 1 to November 1, with the single exception of Ohio and Mississippi, and this company has reduced the previous deficiency by an increase of \$44,000 in the month of October. The Lake Shore and Michigan Southern consolidated roads report an increase of \$720,943 for the ten months, the particulars of which, belonging to separate companies previous to the consolidation in August last, had not heretofore been published

EARNINGS FROM JANUARY 1 TO NOVEMBER 1.

	1869.	1868.	Inc.	Dec.
Chicago and Alton.....	\$3,228,394	\$3,707,429	\$188,965	....
Chicago & Northwestern.....	11,403,654	11,333,452	120,212	....
Chicago, Rock Island & Pacific.....	4,411,309	3,917,439	463,870	....
Ch. & W. C. C. & Ind.....	2,601,739	2,425,483	176,306	....
Illinois Central.....	7,029,656	6,440,741	588,915	....
Lake Shore & Mich. Southern.....	10,141,309	10,024,400	780,943	....
Marietta & Cincinnati.....	1,151,174	1,033,518	96,556	....
Michigan Central.....	3,906,302	3,768,313	157,984	....
Milwaukee & St. Paul.....	5,351,327	5,491,318	3,000,179	....
Ohio & Mississippi.....	2,362,620	2,446,542	82,922	....
St. Louis, Alton & Terre Haute.....	1,651,719	1,591,983	64,735	....
Toledo, Wabash & Western.....	3,529,418	3,290,487	238,931	....
Total for ten months.....	\$58,595,315	\$55,501,640	\$3,177,597	....

We have endeavored to state above the exact position of our railroads as established by the figures in regard to their earnings; and such a statement seems to be particularly called for at the present moment, from the many rumors and misrepresentations which have been circulated with intent to damage the credit of the companies, or for speculative purposes.

THE HOG CROP AND ITS PRODUCT.

The commencement of a new season in "pork packing," and the curing of other products of the hog, brings with it the usual amount of speculation respecting the probable supply and demand. These matters are susceptible of being estimated with tolerable accuracy. Packers, through their correspondents at the different points, obtain such information as enables them to state the number of swine which are to come to market with fully as much accuracy as the cotton crop may be estimated; indeed of late years the estimates of the packers have very nearly approximated actual results, they seldom making such a mistake as was made last year in cotton.

There has not been, either, any important obstacle to an accurate estimate of the probable demand. It is, to be sure, subject to some contingencies. The foreign demand depends a great deal upon the state of trade in Great Britain. If manufactures are active in that kingdom, and her working people well employed, our exports of bacon will be larger than usual; if otherwise, smaller. The activity of the shipping interest also produces an increased demand, while the state of industry in the Southern States has a considerable influence in the same direction. This was well illustrated in the early part of 1868. An extraordinary advance then occurred in the price of cotton. It was about the season for planting cotton, and the advance in the price was a great stimulant to the work of planting. The increased work of planting cotton was immediately felt in the market for hog

products, which were wanted to provide food for hands engaged in that work, and an advance in prices of bacon and lard immediately took place, amounting to about thirty per cent on the prices previously ruling.

There is a disposition to estimate the number of swine for the coming season at about the same figure as last season; while at the moment nothing is apparent indicating that the demand will be more than an average from any direction. The dull state of trade in England, and the large number of hands in the manufacturing districts unemployed, do not favor a large export demand. The decline in cotton that has taken place does not favor special activity in cotton planting, nor any increased demand for hog products from the South. The shipping interest is so much interfered with by regular lines of steamers, whose consumption of cured meats is relatively much smaller than that of sail vessels, that but little promise is evident in that direction.

But a comparatively new feature in the trade, and one affecting the course of it very materially, is the practical abolition of what was formerly known as the "packing season," which commenced about the first of November and ended about the first of March. The curing of hog products has for a year or two past been kept up all the year through with the aid of ice. Ice-cured meats have nearly supplied our local trade for two summers past, and considerable quantities have been shipped abroad. The farmer has discovered that there is a market for his hogs at any time. He is therefore under no necessity of hurrying them to market at a particular season, or in default losing the sale of them. They can be sold in July as well as in December at their full market value. This is a favorable circumstance in many respects. It promotes better curing, by avoiding the haste and carelessness incident to "the season." It facilitates economy in feeding, and preserves the health of the swine. Its commercial effect is to cause the swine to be held back if prices are low and corn is low. If corn be high, as now, the farmer is disposed to send it to market, and his swine with it half fattened. There is every prospect of corn ruling at a pretty full figure for the coming year, even in the absence of an export demand, the cold and drought east of the Alleghanies having materially reduced the yield this year. This favors an early marketing of the swine which may now be ready, or nearly ready, to come forward. And yet there is reason to believe that the hogs will be well fattened. If corn is scarce and dear, other grains are cheap, which, mixed with potatoes (of which the crop is excessive), make excellent food for swine. There is, besides, the "mast" in Tennessee and Kentucky, said to be never more abundant, and which fattens hogs well.

From this review of the subject, there is little encouragement to expect the high prices which have ruled in the past six years, and it is probable that for this important crop, as in breadstuffs and cotton, it will be found difficult to infuse a speculative spirit into the market, in the absence of which prices are quite likely to rule lower than many anticipate.

NEW LOANS.

The recent appearance of a large number of new loans on the market, is due to very obvious causes. Concurrently with a general revival of business, and an extension of our agricultural population, the Government has become a purchaser of its own obligations at the rate of over \$100,000,000 per annum. A large amount of invested capital is thrown upon the market seeking new investments; and very naturally new enterprises are coming forward to compete for it. Many of these investments present fair claims upon public confidence; others are perhaps of more than questionable safety; and under this uncertainty, the ordinary investor is perplexed in his selection. It is in most cases, impossible for the buyers of corporate bonds to form a really satisfactory estimate of the intrinsic merits of a given enterprise or of the soundness of

its securities; and to the mass of investors, therefore, perhaps the really safest guide is the character and standing of the agents who undertake the negotiation of the loans.

These remarks are intended to bear upon the announcement of Messrs. Fisk & Hatch, in another column, that, in addition to their important business in United States bonds, they purpose following the drift of the times, to devote special attention to the negotiation of corporate loans. We only perform a service to the public in stating that the high probity and honor of the firm, and their scrupulous conscientiousness in all their transactions—characteristics which especially distinguish the house—are a sure guarantee that they will offer to the public no securities which have not been subjected to the closest scrutiny, and which they do not deem absolutely valid, sound and trustworthy. The firm now offer \$2,800,000 of the 6 per cent. First Mortgage Gold bearing bonds of the Western Pacific Railroad of California, particulars of which are fully stated in the prospectus in another column, and the manifest soundness of which illustrates the conservative character of the negotiations undertaken by the firm. Their eminent success in the negotiation of the government loans, both during and since the war, and in the marketing of the large loans of the Central Pacific Railroad Company, have earned them a reputation which well entitles them to public confidence in any future monetary transactions between corporations and the public.

CONDITION OF THE MASSACHUSETTS INSURANCE COMPANIES.

The following interesting statement, showing the condition of the Insurance Companies of Massachusetts, was prepared by the Secretary of the Howard Insurance Company of Boston, and presented to the stockholders of that company at their annual meeting on the 15th of October:

Name.	Capital, 1865.	Surplus in 1865.	Surplus in 1869.	Gain or loss of surplus in four years.	Dividends paid in 4 years.	Average annual per cent of dividends since company was formed.	Avg. annual increase on each million of risks during 4 years.
Amer'can.....	300,000	312,470	250,063	137,626	60	16%	4.375
Bay State.....	104,800	1,970	16,637	15,287	23	8 1-16	7.407
Boston.....	300,000	208,535	346,081	131,854	46	11 1-5	3.941
Boylston.....	300,000	391,788	381,904	29,884	118	19 97-100	3.223
City.....	300,000	74,869	126,899	152,130	40	8 5-17	2.689
Clot.....	260,000	188,481	275,507	137,026	43	11 1-9	3.784
Firemen.....	300,000	296,096	479,420	184,324	106	18 7-10	2.139
Franklin.....	300,000	8,609	57,934	22,675	22	9	3.394
Howard.....	200,000	16,629	81,757	765,137	39	7 3-5	4.040
Manufacturers.....	400,000	739,000	592,468	146,612	76	16 53-100	10.556
Merchants.....	500,000	371,368	295,189	23,231	83	19 346-1000	5.173
National.....	300,000	298,510	228,609	267,510	118	15 41-100	7.985
Neptune.....	300,000	358,135	204,355	158,830	62	15 73-100	4.138
North American.....	200,000	208,660	288,120	79,470	76	11 1-18	2.735
Peoples.....	200,000	102,533	164,902	162,369	50	9	5.935
Prescott.....	150,000	46,014	125,041	79,027	30	7%	5.091
Shoe & Leather.....	200,000	65,167	196,906	131,739	42	10	3.391
Suffolk.....	150,000	46,677	74,817	78,140	31	4	8.178
Springfield.....	300,000	71,725	83,617	11,891	43	18	7.511
Traders & Merchants.....	50,000	86,510	85,941	19,163	38	8%	8.861
Washington.....	300,000	242,135	249,347	7,212	55	11 1-2	6.441

* Av rage.

† Is gain.

‡ Is loss.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending Nov. 12, 1869. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Vermont.	The First National Bank.....	The National Bank of Commerce of Boston, approved in place of The National Union Bank of Boston.
Montpelier.....		
Kentucky.	The National Bank of Lebanon.....	The Importers & Traders National Bank, New York.
Lebanon.....		
Kentucky.	The First National Bank.....	The National Park Bank of New York, approved in place of The Ocean National Bank of New York.
Faducan.....		
Ohio.	The Franklin National Bank.....	The Central National Bank of Cincinnati, approved in addition to The Fourth National Bank of New York.
Columbus.....		
Indiana.	The National State Bank.....	The Third National Bank of New York, approved in addition to The First National Bank of Cincinnati.
Terre Haute.....		
Wisconsin.	The First National Bank.....	The First National Bank of Milwaukee, approved in place of The Mercantile National Bank of Milwaukee.
Kenosha.....		
Wisconsin.	The National Bank of Neenah.....	The Union National Bank of Chicago, approved in place of The Ocean National Bank of New York.
Neenah.....		
Nebraska.	The First National Bank.....	The Third National Bank of St. Louis, and National Bank of the Republic of Boston, approved in addition to The Central National Bank of New York, and the Third National Bank of Chicago.
Omaha.....		

GENERAL MOVEMENT OF COIN AND BULLION AT NEW YORK IN
OCTOBER, 1869.

Specie in banks October 2.....		\$15,902,819
Treasure received from California by steamer.....	\$47,757	
" " overland.....	1,327,245	
Imports from foreign ports.....	8,569,544	
Coin interest paid out.....	7,716,080	
Treasury sales of gold.....	11,000,000—	23,550,566
Total reported supply.....		\$39,462,385
Withdrawn for export.....	2,528,073	
" " customs.....	11,194,158—	13,722,231
Specie in banks, October 30.....		21,926,046
Specie in banks and in bank.....		85,648,277
Excess of reported supply not accounted for.....		8,314,108

Latest Monetary and Commercial English News

**RATES OF EXCHANGE AT LONDON, AND ON LONDON
AT LATEST DATES.**

EXCHANGE AT LONDON— OCT. 29.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	11 18 @ 11.18½		short.	11.90 @ —
Antwerp	3months.	25.37½ @ 25.42½	Oct. 28.	short.	25.17½ @ —
Hamburg	"	13.10½ @ 13.11	"	short.	13.8 @ —
Paris	"	25.20 @ 25.25	"	short.	25.15 @ —
Paris	short.	25.12½ @ 25.20	"	"	—
Vienna	"	—	"	"	—
Berlin	3months.	6.27½ @ 6.27½	Oct. 28.	8 mos	6.23½
Frankfort	"	1.20½ @ 1.20½	"	"	119.0½ @
Odiz	"	48½ @ 49	Oct. 30.	90 days.	50.10
Lyon	90 days.	51½ @ 52	"	"	—
Milan	3months.	36.77½ @ 36.82½	"	"	—
Genoa	"	—	"	"	—
Naples	"	—	"	"	—
New York	"	—	Oct. 29.	80 days.	108½
Jamaica	"	—	Oct. 10.	90 days.	1 p. c. pm.
Havens	"	—	" 23.	60 days.	16½ p. c.
Rio de Janeiro	"	—	Sept. 30.	"	19½
Bahia	"	—	Sept. 22.	"	16½
Valparaiso	"	—	Sept. 20.	"	45½ @ 45½
Pernambuco	"	—	Sept. 22.	"	19½
Singapore	60 days.	4s 4d	Oct. 8.	6mos.	4s. 6 d. @ —
Hong Kong	"	4s 4d	Sept. 29.	"	4s. 6 d. @ —
Ceylon	"	1 p. c. dis.	"	"	—
Bombay	"	1s 11½ d @ 1s 11½ d	Oct. 16.	"	1s. 11 13-16d.
Madras	"	1s 11½ d	Oct. 15.	"	1s. 11½ d.
Calcutta	"	1s 11½ d @ 1s 11½ d	Oct. 22.	"	1s. 11½ d.
Sydney	80 days.	½ p. c. dis.	Aug. 12.	30 days.	1 p. c. pm.

[From our own Correspondent.]

LONDON, Saturday, Oct. 30, 1869.

There has, perhaps, been rather more disposition to transact business during the present week, and certain branches of commerce have exhibited rather more animation than for some time past. The weather has been wintry and unexpectedly severe, much snow having fallen over the eastern counties, and also over the North of England and in Scotland. This return of cold weather has naturally increased the retail demand for goods, and the retail houses are now transacting a good business. In the manufacturing districts there has been more disposition on the part of buyers to operate, but the improved inquiry which has existed has induced the manufacturers to demand higher prices. The result of which has been that business has been kept in check to a considerable extent. Buyers seem willing to operate freely at present quotations; but are indisposed to give higher prices for any of the textile fabrics.

With regard to the state of trade at Manchester, the following detail may be relied upon :

This market, which has remained steady although quiet throughout the week, has continued so to-day. The demand going on has been about sufficient to take of the available supply, taking into consideration the reduced stocks in first hands, and the unfulfilled contracts in the possession of spinners and manufacturers. These contracts, however, are not large, and buyers are not easily induced to give out orders for distant delivery, as they calculate they will have more abundant choice when producers are beginning to find some stocks accumulating about them.

Spinnars have bought cotton rather freely this week, having taken 50,000 bales. The daily reported sales have been large, although the weekly aggregate shows they have been over-estimated some 5,000 bales. Notwithstanding these very considerable sales for the week, amounting to 67,000 bales, cotton has fallen to gain in value, and has been very freely offered. Spinnars had run themselves rather bare of cotton to-day, and, as the consumption has increased within the last few weeks, they have advanced the purchases of the present good supply offering to replenish their stocks. While holders, on their part, have seized the opportunity, whilst a good demand existed, to realize.

The market closed with a very steady feeling this afternoon, and for early delivery sellers declined to sell unless they could get a distinct advance. Reports which came in late from Liverpool, advising increased sales, confirmed them in this resolution, but the advices arrived too late to have any decided influence upon prices.

At Liverpool this week a good business has been transacted in cotton, but on the whole prices are slightly easier. The trade have taken nearly 50,000 bales. At a meeting of the Manchester Chamber of Commerce, held on Wednesday, the causes of the present depressed condition of the cotton trade were discussed at some length. Mr. Hugh Mason remarked that the prospects for the coming winter were gloomy enough, but the condition of things was by no means to be compared with the complete paralysis of the trade during the cotton famine. Adverting to the causes which had brought about the existing depression, he said he was not sure that the over-extension of spinning and manufacturing had been productive of more serious mischief than even the shortness of the cotton supply. The latest reports from India re-

garding the growing crop of cotton are not altogether favorable. A succession of dry days seems to be greatly needed. At the meeting of the Cotton Supply Association, reports were read from various parts of India. A letter was read from the honorary agents of the Association Bombay, reporting the final distribution of the artificial manure sent to them for experiments in various cotton fields under the supervision of the district officers, the results of which will be duly communicated. A report upon the state of the weather and the prospects of the crop was received from the Cotton Commissioner for the Central Provinces and the Berars, under date September 11, who states that there had been abundant rain during the past month, and that the prospects were decidedly favorable. The Commissioner of West Berar thinks that the crop now wants sun, and observes that the fields look somewhat backward and the plants small, all which is owing doubtless to the lack of rain early in the season. This may, perhaps, in some degree delay the appearance of the new cotton in the market. From East Berar an equally favorable report has been received. The Deputy Commissioner for Wurdah, after a tour through his district, reports that the cotton crops were excellent, the best by far in Hinginghat-Tehseela, and that those in Arvee and Wurdah had picked up wonderfully with the rain that fell during August. Sunshine in Hinginghat for the next twelve or fifteen days and a little rain afterwards would make the crop perfect. The Deputy Commissioner of Chanda states that the weather had been everything the growers of Buncie cotton wished; there having been just the proper alternations of sunshine and rain, so that there is every prospect of a good crop. The accounts from all the other parts of the provinces were, on the whole, good, though the crop had suffered somewhat at first at Nimar. Fine weather is doubtless now wanted; heavy and continued rain would do almost as much damage as the want of rain threatened to effect some short time ago.

It is announced that the fourth and last series of colonial wool sales will be commenced on Thursday, November 11. The fresh arrivals amount to 77,150 bales. About 30,000 bales were left unsold at the close of last sales. Since then the demand for wool by private contract has been good, and a tendency to improvement has been apparent. It has also been arranged to divide the sales into five series instead of four as at present, an alteration which, it is thought, will prove advantageous to all parties interested in the matter. The brokers, however, do not view the change with complacency, and consider that additional trouble will only be given to buyers and sellers without any corresponding advantages. The merchants have, no doubt, well considered their own interests and those of the Australian grower; and it would seem to be obvious that by inaugurating a system which shall prevent the accumulation of stocks, which has been so much complained of and which shall have for its object the speedier sale of the produce, much benefit will accrue to the grower as well as to the merchant. The woolen trade of the West Riding of Yorkshire has been very quiet. To some extent business has been favorably influenced by the colder weather, but taken as a whole, the tone is quiet.

In reference to the trade in railway iron, it is stated that the anxiety to complete some of the Russian contracts before the close of the season indicates that the requirements are pressing, and that early next year there will be large clearances to that country. As announced in a previous report, \$5s. per ton has been paid for steamers to Cronstadt, and several cargoes still remain to be cleared. With the enormous mileage of railways now in progress in that vast empire, there is no doubt that, large as the demand has been this year, it will be still larger in 1870. Additional American engagements have come to hand since last report, stocks being comparatively low at New York; and if the tariff is reduced, as some affect to believe, there is a likelihood of a further accession of business. Relaying is going on extensively in the States, which, together with the new lines in progress will necessitate heavy purchases of railway iron during the next twelve months. The fact that Belgian works are so well employed lessens the competition in the continental markets, and orders are more freely offered of late than for some time past. Home specifications are beginning to be given out for the present quarter, although not as yet to any very great extent.

To those who anticipated last week an upward movement in the price of wheat, the present week has been a disappointment. The trade opened, indeed, with a firm appearance, but as our arrivals from abroad continue on a large scale, millers have operated with considerable caution, and any further tendency to improvement has been checked. That there is any room for a fall in prices would seem to be out of the question. The tendency during the winter months would, in fact, incline more to rise than a fall; but as ample supplies are coming forward from abroad, millers may possibly refrain from running largely into stock. The following is the statement of imports and exports into and from the United Kingdom for last week, and since September compared with the corresponding periods last year :

FOR THE WEEK ENDING OCTOBER 23.

	1889-90	1889-90	1889-90	1889-90
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	1,177,824	6,088	597,087	9,570
Barley.....	192,446	888	189,019	972
Oats.....	290,439	352	76,300	273
Peas.....	17,445	7 8	10,818	397
Beans.....	36,801	19	64,173	21
Indian corn.....	715,007	544	230,757	.....
Flour.....	174,576	317	68,567	378

SINCE THE COMMENCEMENT OF THE SEASON (SEPT. 1).

	1889-90	1889-90	1889-90	1889-90
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	6,969,578	61,907	4,650,227	102,861
Barley.....	786,776	1,982	1,563,081	656
Oats.....	1,380,969	2,925	1,248,768	7,768
Peas.....	110,077	1,549	150,912	1,924
Beans.....	373,064	24	629,504	292
Indian corn.....	3,736,705	1,365	2,176,456	1,285
Flour.....	1,084,628	3,070	541,330	5,938

The money market has continued very quiet, and the demand for accommodation is much below the average. This is due, no doubt, to the dullness which prevails in commercial circles, and to the consequent limited requirements on the part of the mercantile classes. In the open market, however, very little accommodation is attainable under bank rate, the lowest quotation out of doors being 2½ per cent. It is argued, therefore, that a tendency to improvement exists, and it is maintained in some quarters that before long an advance in the official minimum will be rendered necessary. It is important, to notice that while the stock of bullion in the bank shows a diminution of about £1,000,000, and the reserves of notes and coin of £1,300,000, as compared with last year, the liabilities of the bank are much less, there being a decrease of £1,250,000 in the note circulation, £700,000 in public deposits, and of £2,000,000 in other deposits. And it is also important to bear in mind that the total of "other securities," or of discounts, and other species of accommodation is reduced to £14,847,805, which is £900,000 below last year, at which period the total was also very low. With these figures, therefore, with a large supply of bullion in the Bank of France, and with trade quiet, the probability of a rise in the Bank rate is a question on which considerable doubt and difference of opinion naturally exists. There is, it must be admitted, a possibility of a rise of ½ or perhaps 1 per cent before the termination of the year, but even with that improvement, money would still be very cheap. The upward movement, however, assuming that such a tendency exists, should be viewed as encouraging, although it would be desirable to prove that it is the result of increased trade, and not as would seem to be the case at present, of the borrowings of continental governments. The quotations are now as follows:

	1888.	1889.	1888.	1889.
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	2 ½	2 ½	4 months, bank bills	2 ½
Open-market rates:			6 months' bank bills	2 ½
30 and 60 days' bills	1 ½	2 ½	4 and 6 trade bills	2 ½
3 months, bills.....	1 ½	2 ½		

The rates of interest allowed by the joint stock banks and discount houses for deposits are as follows:

	'88.	'89.		'88.	'89.
Joint stock banks.....	1 ½	1 ½	Discount houses, 7 days notice, 1 ½	1 ½	1 ½
Discount houses, at call.....	1	1 ½	do do do 14 do	1 ½	1 ½

Money on the continent remains firm. In Germany the quotations have an upward tendency. The supply of bullion held by the Bank of France shows a decrease this week of £240,000. The following are the quotations of money at the leading continental cities:

	B'k rate.	Op. m'kt.		B'k rate.	Op. m'kt.
	1888.	1889.		1888.	1889.
At Paris.....	2 ½	2 ½	Turin.....	5	2 ½
Vienna.....	4	5	Brussels.....	2 ½	2 ½
Berlin.....	4	5	Madrid.....	5	2 ½
Frankfort.....	2 ½	4	Hamburg.....	—	2 ½
Amst'rd'm.....	2 ½	4 ½	St. Pet'g.....	7	5 ½

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton and of No. 40 mule yarn, fair, compared with the four previous years:

	1885.	1886.	1887.	1888.	1889.
	£	£	£	£	£
Circulation, including—					
Bank post bills.....	22,338,346	24,436,278	25,292,623	24,842,627	24,180,985
Public deposits.....	4,163,517	3,921,153	4,021,096	4,129,038	3,508,435
Other deposits.....	12,979,790	17,859,471	19,584,623	19,919,534	17,332,909
Government securities	8,240,964	12,193,889	12,591,203	15,968,874	14,511,953
Other securities.....	20,144,578	20,078,386	16,535,079	15,708,452	14,847,805
Reserve.....	6,020,498	7,913,141	13,042,533	10,668,921	10,228,656
Coin and bullion.....	12,327,803	16,723,556	22,697,388	19,814,861	18,789,886
Bank rate.....	7 p. c.	4 ½ p. c.	2 p. c.	2 p. c.	2 ½ p. c.
Consols.....	80	80 ½	91 ½	91 ½	93 ½
Price of wheat.....	42s. 4d.	52s. 6d.	70s. 5d.	58s. 4d.	46s. 1d.
Midd. Upland cotton.....	30 ½ d.	15d.	8 ½ d.	11d.	12d.
No. 40 mule yarn, fair 3d quality.....	2s. 6d.	1s. 9d.	1s. 1d.	1s. 3d.	1s. 5d.

* Price October 14.

Continental bills of exchange have been in request, and short Paris has been negotiated at 25½. Gold is dearer in Paris than in London, and, consequently, all our arrivals will be sent away. The market for silver and dollars is without material change. Annexed are the prices of bullion:

GOLD.

	per oz. standard.	s.	d.	s.	d.
Bar Gold.....	do	77	0	27 ½	10 ½
do fine.....	do	78	0	27 ½	10 ½
do Refrable.....	do	78	0	27 ½	10 ½
Spanish Doubloons.....	per oz.	75	0	27 ½	0
South American Doubloons.....	do	74	3	27 ½	0
United States gold coin.....	do Non-here.	—	—	—	—

SILVER.

	per oz. standard nearest.	s.	d.	s.	d.
Bar Silver Fine.....	do	5	0	7 ½	10 ½
do do containing 5 grs. gold.....	do	5	1	—	—
Fine Cake Silver.....	per oz.	5	1	—	—
Mexican Dollars.....	quiet per oz.	4	11	—	—
Spanish Dollars (Carols).....	per oz.	—	—	—	—
Five franc pieces.....	per oz.	4	11 ½	—	—
Quicksilver, 28 lbs. per bottle; discount 3 per cent.					

Business in the Stock Exchange has been very quiet. A prominent feature is the continued progressive movement in 5-20 bonds, a further important rise having taken place this week. Consols and Continental Government Securities are also better in price, owing partly to the repeated assurances that the peace of Europe will not be disturbed. The highest and lowest prices of Consols and of the principal American securities on each day of the week have been:

	Oct. 30.	Monday.	Tuesday.	Wed'ay.	Thur'ay.	Fri'ay.	Sat'day.
Consols.....	93 ½-93 ¾	93 ½-93 ¾	93 ½-93 ¾	93 ½-93 ¾	93 ½-93 ¾	93 ½-93 ¾	93 ½-93 ¾
U. S. 5-20's, 1882.....	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾
U. S. 5-20's, 1884.....	80-82	80-82	80-82	80-82	80-82	80-82	80-82
U. S. 5-20's, 1885.....	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾	81 ½-81 ¾
U. S. 5-20's, 1887.....	82 ½-82 ¾	82 ½-82 ¾	82 ½-82 ¾	82 ½-82 ¾	82 ½-82 ¾	82 ½-82 ¾	82 ½-82 ¾
U. S. 10-40's, 1904.....	75 ½-76	75 ½-76	75 ½-76	75 ½-76	75 ½-76	75 ½-76	75 ½-76
Atlantic & G't West.							
consol'd mort'd b'ds	94 ½-95	94 ½-95	94 ½-95	94 ½-95	94 ½-95	94 ½-95	94 ½-95
Erie Shares (\$100).....	21-21 ½	21 ½-21 ¾	21 ½-21 ¾	21 ½-21 ¾	21 ½-21 ¾	21 ½-21 ¾	21 ½-21 ¾
Illinois shares (\$100).....	96 ½-97 ½	97 ½-98 ½	97 ½-98 ½	97 ½-98 ½	97 ½-98 ½	97 ½-98 ½	97 ½-98 ½

There appears to be but little doubt of the circumstance that Russia will soon recommence to borrow for railway purposes. The government of that country is quite determined not to be behind other nations with regard to railway communications, and it is now rumored that the £12,000,000 loan, or a part of it, will be brought forward early next year by Messrs. Baring of London and Messrs. Hope of Amsterdam.

Some anxiety has been felt of late by the holders of Spanish stock about the payment of the dividend that will be due at the close of the year. It is now understood that the Finance Minister has provided for the coupons which will then have to be paid. Spanish securities have, consequently, risen in value during the last few days. It is announced to-day, however, that a tax of 20 per cent. will be imposed both upon the internal and external debts, the result of which has been that the market has lost much of its buoyancy, and a decline of ½ has taken place.

The following figures show the imports and exports of cotton into and from the United Kingdom from Sept. 1 to Oct. 23, compared with the totals for the two months ending with October 31, last year.

	Imports.	Exports.
	Sept. 1 to Oct. 23.	Sept. 1 to Oct. 31.
American.....	37,788	19,944
Brazilian.....	79,938	87,051
East Indian.....	448,618	596,767
Egyptian.....	9,020	7,345
Miscellaneous.....	17,948	20,117
Total.....	592,697	784,363

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, but a considerable increase in general merchandise, the total being \$4,428,453, against \$4,052,420 last week, and \$4,425,831 the previous week. The exports are \$4,901,510 this week, against \$4,182,157 last week, and \$3,997,794 the previous week. The exports of cotton the past week were 15,501 bales, against 11,017 bales last week. The following are the imports at New York for week ending (for dry goods) November 5, and for the week ending (for general merchandise) November 6:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1886.	1867.	1868.	1869.
	\$	\$	\$	\$
Dry goods.....	\$1,851,683	\$1,381,967	\$1,137,351	\$1,369,156
General merchandise.....	3,394,741	3,220,755	2,735,900	3,189,297
Total for the week.....	\$5,246,424	\$4,602,722	\$3,873,251	\$4,558,453
Previously reported.....	249,368,236	209,724,158	211,667,494	253,538,890

Since Jan. 1.....\$254,614,660 \$214,836,880 \$215,530,745 \$276,961,253

In our report of the dry-goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Nov. 1:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
	\$	\$	\$	\$
For the week.....	\$2,945,421	\$4,663,445	\$2,943,195	\$4,901,510
Previously reported.....	161,362,447	156,808,171	138,621,082	164,228,751
Since Jan. 1.....	\$164,317,268	\$161,471,616	\$141,584,777	\$169,157,921

The value of exports from this port to different countries (exclusive of specie) since January 1, compared with the corresponding time of last year, is shown in the following table:

To	Since Jan. 1, 1869.	Same time 1868.
Great Britain.....	\$91,543,044	\$66,968,257
France.....	6,560,900	7,796,018
Holland and Belgium.....	4,917,989	4,346,615
Germany.....	18,366,641	14,380,093
Other Northern Europe.....	3,895,248	1,616,783
Spain.....	2,607,175	1,952,372
Other Southern Europe.....	6,738,587	5,353,373
East Indies.....	101,029	101,029
China and Japan.....	2,348,399	3,306,751
Australia.....	1,962,289	2,087,333
British N. A. Colonies.....	3,924,533	4,461,104
Cuba.....	4,726,417	6,313,174
Haiti.....	850,575	1,306,253
Other West Indies.....	6,599,907	7,048,580
Mexico.....	1,207,112	1,491,759
New Granada.....	2,373,674	4,057,377
Venezuela.....	529,029	565,175
British Guiana.....	1,238,066	1,364,465
Other S. American ports.....	2,933,516	2,977,191
All other ports.....	4,073,506	3,174,591
	1,837,384	1,212,552

The following will show the exports of specie from the port of New York for the week ending Nov. 6, 1869:

Nov. 1—St. Henry Chauncey, Aspinwall	Nov. 4—St. Rhein, Paris—
American gold..... \$395,570	Mexican dollars..... 5,528
American silver..... 76,923	" 4—St. Rhein, London..... 120,537
" 2—St. Allemania, Hamburg..... 1,200	" 4—St. Rhein, Bremen—
Foreign silver..... 1,200	Foreign silver..... 1,200
" 4—St. Morro Castle, Havana—	" 6—St. City of Paris, Liverpool—
American silver..... 10,123	British gold..... 4,872

Total for the week..... \$610,653
Previously reported..... \$9,348,888
Total since Jan. 1, 1869..... \$29,889,541

Same time in 1868.	Same time in 1869.
1868..... \$68,307,709	1869..... \$65,775,700
1867..... 44,135,444	1868..... 23,836,114
1866..... 56,622,627	1867..... 34,357,992
1865..... 25,434,618	1866..... 24,357,992
1864..... 40,953,532	1865..... 26,492,161
1863..... 39,690,402	1864..... 35,215,667
1862..... 50,613,312	1863..... 31,788,080
1861..... 3,239,337	1862..... 23,255,915
1860..... 41,808,743	

The imports of specie at this port during the past week have been as follows:

Nov. 4—Brig Henry and Louise	Nov. 6—St. Alaska, Aspinwall—
Port au Prince—	Gold..... 1,900
Silver..... \$200	St. Alaska, Aspinwall—
Gold..... 300	Silver..... 2,100
" 6 St. City of Boston, Halifax	Gold dust..... 2,160
Total for the week..... \$6,692	
Previously reported..... 14,771,536	

Total since January 1, 1869..... \$14,778,578
Same time 1868..... 6,380,793
Same time 1867..... 2,870,374
Same time 1866..... 9,018,582

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National bank.			
Ang. 7.	345,054,900	20,909,500	365,964,400
" 14.	343,133,850	20,301,500	363,435,350
" 21.	342,916,650	20,014,500	362,931,150
" 28.	342,905,500	20,714,500	363,620,000
Sept. 4.	342,892,000	20,041,000	362,933,000
" 11.	342,893,000	19,881,000	362,774,000
" 18.	342,500,000	19,518,000	362,018,000
" 25.			
Oct. 2.			
" 9.			
" 16.	342,459,950	19,373,000	361,832,950
" 23.	342,459,950	19,373,000	361,832,950
" 30.	342,455,950	19,553,000	362,018,950
Nov. 6.	342,552,350	19,508,000	362,060,350

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate) with the amount in circulation at date:

Week ending.	Notes issued for red'd.	Mutilated notes burned.	Notes in circulation.
Aug. 7.	107,540	15,126,023	141,200
" 14.	242,347	15,317,975	200,650
" 21.	130,600	15,357,975	163,800
" 28.	154,040	15,492,015	97,600
Sept. 4.	146,770	15,769,335	175,500
" 11.	77,170	15,846,553	92,600
" 18.	124,300	15,970,855	139,600
" 25.	241,580	16,212,435	197,800
Oct. 2.	202,935	16,400,370	253,630
" 9.	107,250	16,527,600	270,050
" 16.			
" 23.	154,040	16,892,800	195,750
" 30.	231,460	17,134,260	228,650
Nov. 6.	153,170	17,379,430	134,430

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed:

Week ending.	Received.	Distributed.	Destroyed.
Aug. 7.	113,600	213,854	
" 14.	213,300	136,808	301,500
" 21.	254,400	370,682	237,400
" 28.	179,300	175,300	89,600
Sept. 4.	271,000	109,000	249,200
" 11.	318,900	396,405	
" 18.	691,200	532,764	196,400
" 25.	1,094,600	987,447	354,700
Oct. 2.	995,000	893,287	176,700
" 9.	1,247,100	878,500	180,800
" 16.	1,132,700	778,700	228,700
" 23.	1,379,900	1,432,970	419,200
" 30.	1,210,600	823,000	421,100
Nov. 6.	1,289,300	879,614	492,197

TREASURE FROM CALIFORNIA.—The steamship Alaska, from Aspinwall, arrived at this port Nov. 5, with treasure for the following consignees:

F. Probst & Co.....	\$10,481	S. L. Isaacs & Asch.....	\$1,700
Ribon & Munoz.....	4,080	Trevor & Co gate.....	513
Jas. McNider.....	2,130		
Total.....	\$12,611		\$2,213

—Louisville, Ky., has voted by a majority of about 500 to subscribe \$500,000 to the projected Louisville, New Albany and St. Louis Air Line Railroad. General I. M. St. John, Chief Engineer, in the report of his survey, estimates the cost at \$3,700,583.

Cincinnati, Hamilton and Dayton Railroad.—The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$476,797	\$437,626
" freight.....	727,375	696,691
" mails and express.....	63,410	39,449
" rent of track, &c.....	36,908	40,515
" rent of machinery, &c.....	29,102	1,521
Expenses.....	\$1,582,891	\$1,209,104
Earnings, less expenses.....	\$748,719	\$704,074
From which deduct:	\$584,173	\$566,080
Interest on bonds.....	\$144,030	
General interest account.....	21,334	
Taxes, State.....	41,368	
" National.....	24,091	
Insurance.....	7,067	
Profit and loss—sundries.....	407	
Leaving a balance of.....		\$338,199
Add surplus March 31, 1868.....		\$366,830
Total.....		\$705,029

Applied as follows:
Subscription to complete Junction R. R..... \$1,000
Damage on account of collision at Lockland, Nov. 21, 1867..... 17,075
Dividends No. 26 and 27, scrip..... 350,000
Balance—surplus account, March 31, 1869..... 303,602
Total, as above..... \$705,678
Compared with the previous year, the gross earnings show a decrease of \$123,790 17, with a decrease in operating expenses of \$44,645 31.
The entire expenditures, including interest, taxes, &c., was \$942,274 16, against \$974,435 60 in 1868—a decrease of \$32,161 44. The net earnings show a decrease of \$91,628 73. The earnings per mile have been \$27,151 84. Number of passengers carried, 642,583. Tons of freight moved, 508,692. Number of miles run by trains, 475,805. The operating expenses were 53.23 per cent of gross earnings.

CONDENSED BALANCE SHEET, MARCH 31, 1869.	
Construction.....	\$3,969,034
Equipment.....	995,750
Real estate.....	330,608
Materials.....	198,000
Wood lands.....	12,540
Bills receivable.....	8,405
Stocks and bonds.....	802,745
Due from railroad companies.....	36,390
Due from individuals.....	26,063
Due from post office dept.....	6,712
Cash and cash as etc.....	78,653
Dayton and Michigan Railroad, lessors account.....	107,143
Total.....	\$6,572,115

Dayton and Michigan Railroad.—The income of this company for the fiscal year ending March 31, 1869, was as follows:

From freight.....	\$304,604
" passengers.....	341,668
" mails.....	16,769
" express.....	34,211
" rents and interest.....	1,042
Total.....	\$1,040,289
Expenditures.....	692,472
Earnings less operating expenses.....	347,816
Received from sale of steam locomotives.....	10,000
Received from sale of real estate.....	672
Total.....	\$358,489
Interest paid on bonds.....	\$245,985
General interest account.....	11,937
Insurance.....	6,630
Taxes, State and National.....	40,083
Equipment.....	12,508
Total.....	\$327,148
Balance due lessees, March 31, 1869.....	\$37,164
Balance due lessees, March 31, 1868.....	19,374
Debit for 700 3d mort. bonds.....	\$60,000

The balance of the First Mortgage Bonds (recently the Second), of which there was \$229,000 held by the lessees, as per last report, to pay the indebtedness to them for redemption of First Mortgage Bonds due July 1, 1867, have been disposed of, and the amount realized therefor (\$194,818 33) has been applied for that purpose, leaving a balance of \$38,717 52, which has been carried to this year's account. Two of the bonds, Nos. 22 and 23, have not been presented for payment, and as there has been no interest paid on them since 1859, the probabilities are they have been lost. During the year 35 First Mortgage bonds have cancelled by the sinking fund, making an increase as shown on the balance sheet of \$194,000.

A mortgage of \$700,000 has been recently placed on the property of the company to Stanley Matthews, trustee, and bonds issued for that amount in sums of \$1,000 each, bearing interest at 7 per cent per annum, and payable October 1, 1888. These bonds have been paid to the lessees at 80 cents on the dollar, in part payment of amount due them, leaving a balance still due of \$107,148 49, and the discount on these bonds charged to profit and loss account.

CONDENSED BALANCE SHEET, MARCH 31, 1869.	
Construction account.....	\$4,789,875 61
Stock interest account.....	472,743 35
Fencing.....	23,736 39
Tools improvement.....	338,633 75
Right of way.....	105,401 45
Lima shop equipment.....	12,145 31
Real estate.....	92,788 17
Rolling stock.....	650,774 13
Bills receivable.....	1,624 00
Town of Perryburg.....	11,000 00
Individual account.....	7,187 73
Profit and loss.....	336,072 91
Total.....	\$6,327,728 29

Capital, old..... \$2,305,315 08
" new..... 74,357 81
" not issued..... 10,474 48
1st mortgage bonds..... 2,802,000 00
2d "..... 242,000 00
3d "..... 700,000 00
Mortgage bonds..... 2,000 00
Toledo depot bonds..... 169,500 00
Income bonds..... 1,300 00
Bills payable..... 4,300 00
Interest on bonds..... 8,147 87
Individual R.R. account..... 840 36
C. H. & D. R. R. lessors' ac't..... 107,148 49
Total..... \$8,527,728 29

North Carolina Railroad.—The Raleigh *Sentinel* says that "the North Carolina Railroad Company have let and farmed out their road, for the term of twenty years, to the Raleigh and Gaston Railroad Company and others, for an annual rent of \$240,000, to be paid on the first day of January in each year. The rent is secured by a deposit in bank of cash or its equivalent in United States bonds; or good and acceptable railroad or other bonds; this deposit is to be permanent, and if there is occasion to apply it, then it is to be renewed, and as often as necessary."

—We ask the attention of moneyed men to Messrs. McAlister & Co.'s advertisement in another column. The firm solicits the investment for an eminent physician, who desires to make the hotel at Aiken a popular and national resort for consumptives. The singularly restorative effects of the climate at Aiken have filled it with invalids for many years, although the place itself is entirely destitute of proper hotel accommodations or physicians of ability. All improved Southern real estate will doubtless advance rapidly, and we have the assurance of the above firm, which we do not doubt, that this investment offers inducements in every way worthy of the especial attention of capitalists.

OFFICE OF FISK & HATCH, BANKERS AND DEALERS IN GOVERNMENT SECURITIES, NO. 5 NASSAU STREET, NEW YORK.—

To our Customers and Correspondents:

The surprising development of our national resources and the rapidity with which the government is now enabled to reduce the national debt, by weekly purchases, render it apparent that the time is approaching when the Five-twenty bonds may be funded at not over four or four and a half per cent interest.

Meanwhile the high price of government bonds, as compared with other classes of securities paying an equal rate of interest, is leading to general inquiry for more profitable forms of investment in which money may be safely invested.

The desire to capitalize the premium which may now be realized upon Five-twenty bonds, and which a material decline in gold toward par, and the ability of the government to fund the debt at a lower rate of interest, may at any time extinguish, is felt by nearly all holders; and what they desire is a reasonable assurance as to which of the many lower-priced securities in the market would afford the necessary safety to justify an exchange.

During the war the necessities and peril of the government, and the consequent cheapness of its securities, rendered them so attractive that from this cause, combined with the patriotism of the people, they absorbed almost the entire floating capital of the country, and diverted attention from other classes of securities which had before been deemed sufficiently conservative and sound to meet the wants of the most cautious investors.

Since then the habit of holding government bonds, and of looking upon them as the only really safe securities to hold, has become so general that many other forms of investment, hitherto deemed of the highest class, have been neglected.

The rapid accumulation of capital for investment, and the reduction of the National debt and improvement of the National credit—rendering it certain that hereafter but a comparatively low rate of interest can be derived from investment in government bonds—is compelling the search for other safe and well-guarded channels into which capital not employed in business may wisely flow.

Intelligent and careful investigation into the security of other classes of bonds from which a larger income may be derived, as a basis for wise discrimination on the part of prudent investors, is therefore becoming a necessity.

It is out of the power of a large majority of those desiring to invest money to investigate thoroughly and to secure the necessary information for themselves; they must, therefore, rely in great measure upon the results of the researches of others whose business it is to make such researches, and in whose fidelity and judgment they can confide.

This is one of the legitimate offices and public duties connected with honorable banking.

When the government required the capital of the country for its preservation, and when our faith in the result assured us that the securities of the government afforded the most secure and for the time being the most profitable mode of investment, we devoted our time and energies, and the entire resources of our business and influence, to placing the capital of the people at the disposal of the government, and in placing in the hands of the people the best security they could possibly hold.

We refer with pride and satisfaction to the record which our books afford of many hundreds of millions so invested through us; and to the magnificent result.

The government is no longer a borrower. It no longer needs the country's capital, but desires gratefully and honorably to repay it.

The enterprises of Peace, no less useful, in their time and place, for the common welfare, than were the waste and cost of War, now call for the capital which the government no longer needs, and offer for its use

a remuneration which the government need no longer pay, and in some cases, a security as stable and enduring as the faith of the nation itself.

The applications for information and advice which are addressed to us daily, show how universal is the desire for assurance, as to what forms of investment, more profitable than government securities at present market rates, are entitled to the confidence of investors.

The pressure of this want has led us to feel the importance of directing our own attention as bankers, our large experience, and our facilities for obtaining reliable information—to the work of supplying it in some measure, and to offer the results of our inquiries to those who may be disposed to confide in our good faith and judgment.

We can not offer to those who may be influenced by our opinions, for the investment of their accumulating capital or in exchange for their government bonds, anything which, according to our best judgment, is less secure or worthy of confidence than the National obligations themselves, with which we have hitherto principally identified ourselves.

We do not intend to offer or recommend to others any security in which we are not ourselves willing to invest.

Since closing the great CENTRAL PACIFIC RAILROAD LOAN, which meets all these requirements, we have carefully examined many others, but have found no other which would fully do so, until the WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS were placed in our hands, the particulars of which will be found in our advertisement on the fourth page of this journal.

FISK & HATCH.

THE NOVEMBER COUPONS OF THE

Seven Per Cent First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company will be paid in gold, free of government tax, at the office of

S. W. HOPKINS & CO., 71 BROADWAY.

THE NOVEMBER COUPONS OF THE

Seven Per Cent First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, will be paid in gold coin, free of Government tax, at the office of

S. W. HOPKINS & CO., 71 BROADWAY.

The Bankers' Gazette.

DIVIDENDS.

The following Dividend has been declared during the past week:

NAME OF COMPANY.	PER WHEN	CENT. PAYABLE	NAME OF COMPANY.	PER WHEN	CENT. PAYABLE
Railroads.			Mining.		
Norfolk N. H.	4 Dec. 1.		Home Petroleum	20c Nov. 11.	
Cin., Sand., & Clev. pr.	3		Manh'tn silver (gold)	5 Nov. 11.	
			COMPANY BOOKS CLOSED.		
Manhattan Silver Mining				Nov. 11 to Nov. 12.	
Wilkesbarre Coal				Nov. 1 to Nov. 12.	
Wells, Fargo & Co.'s Express				Oct. 23 to Nov. 26.	
Pacific Mail				Nov. 6 to Nov. 12.	

FRIDAY EVENING, November 12.

THE MONEY MARKET.—The money market has presented the anomaly of a decided ease on call loans, and a marked stringency on discounts. Borrowers on demand have found it easy to supply their wants at bank, at 6@7 per cent, and on the street at 5@6 per cent. There is, however, a lack of confidence in the continuance of these rates, which is indicated by a general indisposition to lend on time at near current rates. Borrowers on stock collaterals for 60 days have to pay 7 per cent per annum and 1@1 per cent additional for the 60 days; and this feeling has also contributed in part to producing the current high rates for paper. The derangements in the money market, so common for the last two years, frequently present opportunities for obtaining very high rates upon call loan; and in anticipation of periods, when money appears likely to prove active, there is a consequent disposition to hold funds within call, so as to be at liberty to employ them during those periods. Thus far the indications do not encourage an expectation that there will be the usual extent of remittances of currency for moving the cotton and hog crops. This week there have been some moderate shipments to Cincinnati and Louisville and to some of the interior cities of the South; but the aggregate outflow has not been so large as might have been expected at the middle of November. The currency is pressingly needed in the interior; but the inability of the banks to get an adequate supply of small notes, and the very small amount of the new United States notes, of denominations between \$5 and \$100, coming out of the Treasury, renders it impossible to at all adequately supply the demand; and this obstruction appears likely to continue for some time. This holding back of money, from a sort of accident in our currency arrange-

ments, has obviously a tendency to keep money easy on call, and may possibly protect the local money market from the stringency which has been expected to occur in November.

The operations of the Treasury, for the week, show a balance against the banks, the purchases of bonds having amounted to only \$2,500,000, while the sales of coin have realized \$3,800,000.

At the beginning of the week the stringency in discounts was indicated by the failure of some five or six mercantile firms, chiefly houses of minor standing; which, however, had less effect in fostering distrust than might have been expected. The offerings of paper at the banks, and especially those connected with the up town trade have exceeded anything experienced since before the war. The banks, however, appear to have regarded the pressure as arising from temporary causes at the West, not of a character to warrant any special distrust, and have, therefore, accommodated their customers to the utmost of their ability. The causes of the unusual stringency are discussed at length in our editorial columns and therefore need no comment here. The rates of discount have been extremely irregular: Prime double name paper has ranged between 12 and 18 per cent, with exceptions at 10 per cent; and prime single names at 12@24 per cent. At the close, there is a more settled feeling and a freer currency for paper, but without quotable change in the rates.

UNITED STATES BONDS.—The bond market has been unusually quiet, but, on the whole, steady. There has been almost an entire absence of speculative interest; and the dealings on foreign account, also have been very limited. The steadiness of quotations for Five-Twenties abroad, and the even course of the gold premium, have been in favor of a steadiness in bonds here; and the decline of about $\frac{1}{2}$ per cent during the week must be attributed to a tendency in the market to accumulate stock. This tendency is illustrated by the fact that, on Wednesday, \$7,965,400 bonds were offered to the Government upon its proposal to buy \$2,000,000. Of the amount accepted, about two-thirds consisted of registered stock, offered on behalf of prominent financial institutions. Next week the Government purchases \$1,000,000 for the Sinking Fund and \$2,000,000 subject to the approval of Congress.

The following are the closing prices of leading government securities, compared with preceding weeks:

	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.	Nov. 5.	Nov. 12.
U. S. 6's, 1861 coup.	130 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$	118 $\frac{1}{2}$	118	117 $\frac{1}{2}$
U. S. 5-20's, 1862 coup.	120 $\frac{1}{2}$	120 $\frac{1}{2}$	121	119 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$
U. S. 5-20's, 1864	119 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$	117 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$
U. S. 5-20's, 1865	119 $\frac{1}{2}$	119 $\frac{1}{2}$	120	113	113 $\frac{1}{2}$	113 $\frac{1}{2}$
U. S. 5-20's, 1865, July coupon	118	117 $\frac{1}{2}$	117 $\frac{1}{2}$	116	116	115 $\frac{1}{2}$
U. S. 5-20's, 1867, comp.	115	117 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	115 $\frac{1}{2}$
U. S. 5-20's, 1868	118	117 $\frac{1}{2}$	117 $\frac{1}{2}$	115	115 $\frac{1}{2}$	115 $\frac{1}{2}$
U. S. 10-40's	108 $\frac{1}{2}$	108 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$
Pacific Sixes	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$

Purchases of bonds by the Government during the past week were on Wednesday, \$2,000,000, the total offered being \$7,965,400. The bonds purchased were as follows:

	Nov. 10.		Nov. 10.
50's of 1862, reg.	\$605,000	5-20's of '63, new, r.	\$25,000
" 1863, con.		" '63, new, c.	390,000
" 1864, reg.	10,000	" '67, reg.	675,000
" 1864, con.	8,000	" '67, con.	1:2,000
" 1865, reg.	"	" '68, reg.	"
" 1865, con.	"	" '68, con.	185,000

Total Bonds now held by the Treasury, \$68,844,000, as follows:

5-20's of 1862, reg.	\$7,755,200	5-20's of 1865, new, reg.	\$3,963,000
" 1862, con.	59,500	" 1865, new, con.	19,663,200
" 1864, r-g.	3,351,000	" '67, reg.	3,794,650
" 1864, con.	5,424,700	" 1867, con.	18,532,950
" 1865, reg.	2,675,000	" 1868, reg.	877,000
" 1865, con.	1,505,600	" 1868, con.	1,775,000

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market remains dull and heavy. Speculation is languid and without any clearly defined direction. The effect of the gold panic is still apparent in a decided caution respecting speculative risks on the part of both operators and brokers. It is found difficult to get up speculative combinations; and amid the uncertainties as to the course of the money market and the character of the financial measures to be introduced into Congress, operators hesitate in opinion as to the course that values may take. On the whole, however, the present temper of the market is predominantly conservative; yet, with the present low prices of stocks, not inclined to speculate in favor of much lower prices. To-day the market has been weak, and prices 1@2 $\frac{1}{2}$ per cent lower. Pacific Mail fell off to 66 $\frac{1}{2}$ upon a report that the Company will not declare a dividend in December.

The following were the closing quotations of the regular board compared with those of the six preceding weeks:

	Oct. 1.	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.	Nov. 5.	Nov. 12.
Cumberland Coal.	12 $\frac{1}{2}$	13	13 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	13
Quicksilver	52	50	50	52 $\frac{1}{2}$	52 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$
Canton Co.	16	16	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	14 $\frac{1}{2}$	15 $\frac{1}{2}$
Mariposa Prof.	16	16	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	14 $\frac{1}{2}$	15 $\frac{1}{2}$

Pacific Mail	61 $\frac{1}{2}$	68 $\frac{1}{2}$	5 $\frac{1}{2}$	60 $\frac{1}{2}$	58 $\frac{1}{2}$	59	57
New York Central	173 $\frac{1}{2}$	173 $\frac{1}{2}$	177	187 $\frac{1}{2}$	184 $\frac{1}{2}$	181 $\frac{1}{2}$	180 $\frac{1}{2}$
Erie	33 $\frac{1}{2}$	33 $\frac{1}{2}$	32 $\frac{1}{2}$	31 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	28
Hudson River	158	158	158 $\frac{1}{2}$	171 $\frac{1}{2}$	171	157 $\frac{1}{2}$	157
Reading	93	96	94 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	96 $\frac{1}{2}$
Mich. Southern	82 $\frac{1}{2}$	85 $\frac{1}{2}$	90 $\frac{1}{2}$	93 $\frac{1}{2}$	92	90 $\frac{1}{2}$	88 $\frac{1}{2}$
Michigan Central	89 $\frac{1}{2}$	90 $\frac{1}{2}$	124	122 $\frac{1}{2}$	122	120	120
Clev. and Pitts.	69 $\frac{1}{2}$	73 $\frac{1}{2}$	113 $\frac{1}{2}$	100	96 $\frac{1}{2}$	96 $\frac{1}{2}$	93 $\frac{1}{2}$
Northwestern	89 $\frac{1}{2}$	84 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$	84 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$
" preferred	107 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$
Rock Island	82 $\frac{1}{2}$	85	85 $\frac{1}{2}$	85	85	85 $\frac{1}{2}$	85
Fort Wayne	181	183 $\frac{1}{2}$	184	185	188 $\frac{1}{2}$	186	187
Illinois Central	27	28 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	27	26
Ohio & Miss.	67	68	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	66
Milw. & St. Paul	80	83 $\frac{1}{2}$	81 $\frac{1}{2}$	82 $\frac{1}{2}$	80	83 $\frac{1}{2}$	82 $\frac{1}{2}$
Tol., Wab. & W'n	55	59 $\frac{1}{2}$	64 $\frac{1}{2}$	65 $\frac{1}{2}$	64	63 $\frac{1}{2}$	59

* Ex-dividend.

The following statement shows the volume of transactions in shares, at both the Stock Boards for the past and several previous weeks:

Week ending—	Bank.	Rail-road.	Coal.	Mining.	Im. prot.	Tele. graph.	Steam-ship.	Exp'ss. &c.	Total.
June 8....	418	198,605	2,435	10,105	2,890	3,865	6,615	10,665	235,473
" 15....	520	231,882	1,081	11,505	3,151	4,459	16,550	7,081	276,860
" 22....	461	134,323	310	8,490	1,000	3,380	12,742	8,370	270,619
" 29....	337	121,509	255	1,900	800	1,361	1,762	4,174	132,935
July 6....	75	123,516	115	1,200	400	3,390	5,053	9,906	146,329
" 13....	225	110,810	10	900	100	4,585	6,450	7,232	130,756
" 20....	627	118,195	110	1,000	1,000	3,400	5,770	9,564	139,816
" 27....	576	86,589	200	1,700	200	2,600	9,610	6,940	107,973
Aug. 3....	474	193,372	422	2,100	...	4,045	1,455	4,470	133,569
" 10....	547	90,932	435	800	570	2,270	1,525	8,350	105,349
" 17....	613	113,937	1,290	650	600	1,210	3,210	5,195	138,669
" 24....	487	74,314	189	500	300	2,600	5,695	4,565	88,678
" 31....	528	85,102	130	500	400	1,535	3,925	2,610	94,738
Sept. 7....	366	78,677	450	900	100	1,665	1,820	2,280	86,188
" 14....	300	108,063	462	1,000	100	4,011	3,670	4,150	121,755
" 21....	414	134,947	211	6,400	600	2,919	6,905	4,606	175,052
" 28....	219	193,372	150	2,100	600	1,962	4,815	7,405	215,648
Oct. 5....	409	250,293	425	1,950	800	4,910	9,175	7,307	270,009
" 12....	143	134,192	1,068	4,650	400	2,305	5,430	6,936	203,142
" 19....	183	97,695	615	2,300	200	2,955	3,337	6,130	113,417
" 26....	404	85,482	1,338	2,300	...	4,527	3,114	3,742	100,900
Nov. 2....	283	107,407	610	4,700	900	2,970	4,551	3,133	134,499
" 9....	347	102,635	647	3,100	200	2,299	4,595	4,138	118,066

The following is a summary of the amount of Government bond and notes, State and City securities, and railroad and other bonds sold at Regular Board for the past and several previous weeks:

Week ending Friday.	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
June 8....	5,395,000	1,337,500	465,500	7,198,000
" 15....	4,132,500	1,261,750	491,500	5,885,750
" 22....	2,246,100	1,522,000	429,000	4,197,000
" 29....	2,653,600	1,102,500	297,500	4,053,600
July 6....	3,321,000	1,888,000	251,000	5,460,000
" 13....	5,351,300	1,811,000	225,000	7,387,300
" 20....	9,243,250	1,725,500	340,000	11,308,750
" 27....	6,691,400	1,294,000	317,000	8,212,400
Aug. 3....	8,813,650	1,761,500	205,000	10,810,150
" 10....	6,966,000	925,700	270,000	8,161,700
" 17....	8,751,400	1,035,500	177,500	9,964,400
" 24....	3,324,850	1,344,000	534,000	5,202,850
" 31....	1,551,500	1,817,600	230,000	3,600,100
Sept. 7....	3,811,000	898,500	229,500	5,039,000
" 14....	3,651,000	1,352,700	341,500	5,345,200
" 21....	3,500,000	747,000	359,000	4,606,000
" 28....	2,589,000	1,479,000	273,000	4,341,000
Oct. 5....	4,485,200	1,393,000	220,500	6,108,700
" 12....	3,221,600	1,526,000	367,500	5,115,100
" 19....	3,510,000	1,633,500	265,000	5,398,500
" 26....	2,758,900	1,331,000	313,000	4,402,900
Nov. 2....	4,703,300	1,621,000	457,400	6,781,700
" 9....	2,663,650	999,000	255,100	3,915,750

THE GOLD MARKET.—In the gold market there is an almost entire suspension of speculation, and the price, consequently, runs remarkably even, having ranged since our last between 126 $\frac{1}{2}$ and 127 $\frac{1}{2}$. The Treasury has sold, during the week \$3,000,000 of gold, the purchasers having been principally the dealers, for their regular counter sales.

The following table will show the course of the gold premium each day the of past week:

	Opening.	Lowest.	Highest.	Closing.
Saturday, November 6	127 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	126 $\frac{1}{2}$
Sunday, " 7	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$
Tuesday, " 9	127 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Wednesday, " 10	126 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Thursday, " 11	127 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Friday, " 12	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$
Current week	127 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	126 $\frac{1}{2}$
Previous week	128 $\frac{1}{2}$	126 $\frac{1}{2}$	129 $\frac{1}{2}$	127 $\frac{1}{2}$
Jan. 1 '69, to date	128 $\frac{1}{2}$	126 $\frac{1}{2}$	129 $\frac{1}{2}$	126 $\frac{1}{2}$

FOREIGN EXCHANGE.—The movement has been steady and fairly active. There has been a good supply of cotton bills and a fair sprinkling of bond bills, but the supply of local commercial bills has not been large.

	October 22.	October 29.	November 5.	November 12.
London Comm'l.	108 $\frac{1}{2}$ @108 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$	108 @108 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$
do bkrs' ing	108 $\frac{1}{2}$ @109 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$
do do shrt.	108 $\frac{1}{2}$ @110	108 $\frac{1}{2}$ @109 $\frac{1}{2}$	108 $\frac{1}{2}$ @109 $\frac{1}{2}$	108 $\frac{1}{2}$ @109 $\frac{1}{2}$
Paris, long	5.16 $\frac{1}{2}$ @5.15	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$	5.17 $\frac{1}{2}$ @5.16 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$
do short	5.13 $\frac{1}{2}$ @5.12 $\frac{1}{2}$	5.13 $\frac{1}{2}$ @5.12 $\frac{1}{2}$	5.15 @5.14 $\frac{1}{2}$	5.16 $\frac{1}{2}$ @5.15 $\frac{1}{2}$
Antwerp	5.17 $\frac{1}{2}$ @5.16 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$
Swiss	5.17 $\frac{1}{2}$ @5.16 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$	5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$
Hamburg	36 @36 $\frac{1}{2}$	36 $\frac{1}{2}$ @35 $\frac{1}{2}$	35 $\frac{1}{2}$ @35 $\frac{1}{2}$	35 $\frac{1}{2}$ @36
Amsterdam	40 $\frac{1}{2}$ @40 $\frac{1}{2}$	40 $\frac{1}{2}$ @40 $\frac{1}{2}$	40 $\frac{1}{2}$ @40 $\frac{1}{2}$	40 $\frac{1}{2}$ @40 $\$

	Custom House.	Sub-Treasury.			
		Receipts.		Payments.	
		Gold.	Currency.	Gold.	Currency.
Nov. 6....	\$320,000 00	\$1,730,810 31	\$1,632,783 98	\$2,188,063 90	\$523,083 16
" 8....	833,000 00	638,297 63	899,025 65	338,314 34	336,635 79
" 9....	348,000 00	579,191 33	406,599 98	300,013 45	414,519 21
" 10....	335,000 00	694,819 02	1,637,683 32	1,431,179 75	332,087 59
" 11....	275,000 00	801,837 43	241,008 06	456,755 49	2,643,059 89
" 12....	311,000 00	1,309,904 17	1,329,451 79	1,269,714 88	295,582 80
Total.	\$1,972,000 00	\$5,300,939 63	6,142,549 16	\$5,977,066 31	\$4,523,222 84
Balance, Nov. 5.....		\$1,459,648 02	8,185,014 95		
		\$68,760,587 65	9,377,504 11		
Payments during week		5,977,066 31	4,523,222 84		
Balance Nov. 13....		\$80,788,521 34	\$4,762,281 27		
Increase.....			1,617,336 22		
Decrease.....		676,126 68			

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on November 6, 1869:

	AVERAGE AMOUNT OF.					
	Capital.	Discounts.	Specie.	Circulation.	Net Legal	
BANKS.					Deposits. Tenders.	
New York	\$3,000,000	\$8,883,691	\$4,483,816	\$916,749	\$6,765,165	\$1,881,649
Bank of America	2,000,000	6,000,000	3,000,000	500,000	4,500,000	1,000,000
Merchants	5,000,000	6,678,979	1,871,839	888,923	6,082,138	1,870,704
Mechanics	2,000,000	5,741,918	5,014,877	577,936	4,630,541	671,128
Union	1,500,000	4,400,711	2,500,490	494,289	2,977,811	731,261
Bank of Albany	1,000,000	2,936,000	2,500,000	500,000	2,500,000	210,000
Phoenix	1,500,000	4,116,818	1,561,960	540,000	3,867,736	490,295
City	1,000,000	4,996,281	1,434,066		2,644,152	202,500
Tradesmen's	1,000,000	2,898,148	66,736	771,554	1,418,518	87,000
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Chemical	300,000	5,861,710	718,597		2,247,699	1,036,938
Merchants' Exchange	1,238,000	1,398,535	45,871	450,467	2,71,751	708,028
National	1,500,000	8,004,696	827,727	498,811	1,099,665	838,692
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Mechanics and Traders'	600,000	1,899,532	31,609	135,710	1,696,686	578,919
Greenwich	200,000	1,041,978		8,091	754,262	130,097
Leather Manuf. National	600,000	2,976,019	835,444	264,721	1,787,312	576,738
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
State of New York	2,900,000	4,470,610	649,802	458,000	8,409,490	1,075,031
American Exchange	5,000,000	9,983,241	821,905	978,562	5,323,857	1,887,774
Commerce	10,000,000	22,832,347	552,578	5,877,710	14,967,877	4,404,678
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Ocean	1,000,000	2,518,850	52,488	797,695	1,138,615	456,670
Mercantile	1,000,000	3,901,650	130,150	481,599	2,488,959	661,146
Pacific	1,000,000	1,864,441	18,161	1,815	1,894,235	821,108
Bank of Albany	2,000,000	6,000,000	3,000,000	500,000	4,500,000	1,000,000
Chatham	450,000	2,235,323	148,571	130,970	1,828,645	513,704
People's	412,500	1,995,415	57,847	5,996	1,620,445	158,723
North American	1,000,000	2,488,022	27,978	1,129	1,955,618	810,000
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Irving	500,000	1,287,000	23,000	193,616	1,417,600	440,000
Metropolitan	4,000,000	10,497,911	1,050,961	2,189,236	5,121,330	1,072,571
Citizens	1,000,000	1,443,074	27,771	18,120	1,187,898	341,768
Bank of Albany	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Market	1,000,000	2,619,455	218,968	557,167	1,819,759	437,116
St. Nicholas	1,000,000	2,639,398	81,868	751,56	1,103,297	518,195
Rice and Leather	1,000,000	2,058,000	10,000	698,707	1,349,293	781,000
Shoe and Leather	1,000,000	2,058,000	10,000	698,707	1,349,293	781,000
Continental	2,000,000	3,722,937	94,025	546,987	2,068,915	704,000
Commonwealth	750,000	1,771,514	85,531	332,127	2,496,175	660,038
Oriental	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Atlantic	400,000	1,291,850	102,760	56,001	1,144,084	390,000
Importers and Traders'	300,000	1,126,099	20,407	99,292	977,623	2,802,474
Bank of Albany	1,500,000	7,196,763	375,699	504,891	7,588,170	1,963,748
Mechanics and Traders'	1,000,000	2,800,000	1,000,000	500,000	2,300,000	100,000
Grocers	500,000	1,217,880	10,929	307,997	1,052,853	278,971
North River	300,000	881,264	21,164	2,015	638,438	113,811
Manufacturers' & W.	400,000	1,166,012	26,554	11,027	966,021	187,111
Fourth National	500,000	835,000	288,588	288,588	800,000	204,118
Central National	500,000	1,331,681	10,239	671	830,141	204,118
Ninth National	5,000,000	10,979,388	872,211	2,619,683	12,216,609	8,541,277
First National	5,000,000	11,098,225	276,584	1,890,000	8,896,666	2,599,283
Third National	5,000,000	10,979,388	872,211	2,619,683	12,216,609	8,541,277
Fifth National	1,000,000	4,970,420	2,767,69	8,727	4,201,714	1,166,706
Sixth National	1,000,000	8,237,247	232,218	319,115	8,376,994	878,167
Seventh National	1,000,000	8,928,538	317,166	797,330	8,695,122	1,261,552
Eighth National	1,000,000	8,928,538	317,166	797,330	8,695,122	1,261,552
Tenth National	1,000,000	1,967,010	46,100	2,300	470,503	400,000
Bowers National	250,000	862,347	11,855	225,000	701,588	155,978
Bull's Head	200,000	1,991,711	5,560	5,763	1,744,048	400,000
American Ward	200,000	210,877	2,418	10,000	208,459	16,843
Stuyvesant	200,000	412,645			412,611	
Kleve's City	200,000	426,443			401,577	87,253
Eighth National	250,000	918,387	6,281	230,000	736,578	50,970
American National	400,000	1,991,711	5,560	5,763	1,744,048	20,754
Germania		695,707			592,115	
Manufacturer's & Builders		2,231,401			240,419	66,000
Total	\$8,920,000	\$22,799,450	\$25,219,066	\$4,188,663	\$82,961,540	\$40,607,000

The deviations from the returns of previous week are as follows:					
Loans.....	Inc.	\$1,850,617	Deposits.....Inc.	\$2,132,95	
Specie.....	Inc.	3,293,000	Legal Tenders.....	Dec.	2,220,38
Circulation.....	Inc.	52,414			

The following are the totals for a series of weeks past :

	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate Clearings.
July 3.	258,368,471	23,520,267	34,217,973	179,492,375	46,737,265	648,763,301
July 10.	252,424,942	30,306,912	34,971,948	183,197,239	46,702,728	676,540,290
July 17.	257,001,359	31,035,450	34,178,437	188,431,701	51,839,706	711,338,141
July 24.	259,641,889	30,079,424	34,110,798	198,622,240	54,271,862	558,405,065
July 31.	260,530,283	27,377,993	34,106,413	196,416,443	57,017,647	614,4,647
Aug. 7.	264,979,357	26,005,925	33,947,985	200,320,008	56,665,565	614,875,635
Aug. 14.	266,505,365	24,114,499	32,992,257	198,652,711	54,730,098	
Aug. 21.	262,741,133	21,694,510	34,001,8104	192,021,546	53,070,851	566,560,530
Aug. 28.	261,012,109	19,409,102	33,990,742	198,754,539	52,792,834	603,051,821
Sept. 4.	262,549,839	17,407,732	33,960,035	191,101,086	56,829,735	566,889,275
S. pt. 11.	260,864,533	14,918,066	33,964,196	188,82,324	51,487,867	791,753,844
Sept 18.	260,496,014	14,538,109	33,972,759	185,380,130	51,259,197	662,419,788
Sept 25.	263,441,828	18,968,461	33,996,081	190,230,793	50,025,051	989,274,471
Oct. 2.	255,326,399	15,908,849	31,169,409	195,184,653	54,309,068	792,998,772
Oct. 9.	255,326,399	15,908,849	31,169,409	195,184,653	54,309,068	792,998,772
Oct. 16.	258,537,914	20,399,070	32,211,114	178,642,176	52,224,242	880,889,659
Oct. 23.	249,195,078	19,399,701	34,304,433	175,728,819	51,377,601	840,290,302
Oct. 30.	250,494,833	21,926,046	34,136,431	182,828,832	52,777,450	850,551,682

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, Nov 1, 1869.

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circula.
Atlantic.....	\$750,000	\$1,565,878	\$18,570	\$138,908	244,180.0	\$442,588
Asiatic.....	1,500,000	2,647,883	1,500	868,994	672,544	730,016
Blackwell.....	1,000,000	1,500,000	1,300	1,700,000	1,700,000	1,700,000
Boston.....	1,000,000	1,829,423	8,135	178,009	572,065	596,875
Boylston.....	500,000	1,455,019	730	120,350	672,983	445,867
Columbian.....	1,000,000	2,132,980	3,902	325,500	659,889	794,129
Continental.....	1,000,000	1,880,960	18,41	125,167	607,531	671,048
Equitable.....	1,000,000	2,504,824	147,600	68,381	796,615	796,513
Everett.....	200,000	552,954	0	832,804	832,804	832,804
Faneuil Hall.....	1,000,000	2,325,190	27,936	433,667	1,029,993	586,543

Freeman's.....	1,000,000	1,405,552	17,877	97,772	540,054	354,780
Globe.....	1,000,000	2,398,124	8,999	280,714	1,471,090	838,008
Hamilton.....	750,000	1,467,849	18,880	119,764	802,208	546,585
Howard.....	1,000,000	1,817,183	7,781	145,030	475,026	444,440
Market.....	800,000	1,454,458	19,654	88,755	483,869	383,991
Massachusetts.....	800,000	1,848,631	26,154	250,314	870,292	594,540
Maverick.....	400,000	911,629	2,928	66,891	261,063	244,719
Merchants'.....	3,000,000	6,380,510	261,783	1,013,961	2,582,997	1,819,710
Mount Vernon.....	200,000	599,297	3,666	81,417	383,916	177,465
New England.....	1,000,000	2,317,219	10,691	393,515	771,425	798,835
North.....	1,000,000	2,277,681	56,629	196,600	628,854	791,543
Old Boston.....	900,000	1,908,510	90,947	414,962	1,075,912	863,600
Shawmut.....	1,000,000	2,308,123	10,800	259,124	771,841	596,719
Shoe & Leather.....	1,000,000	2,297,450	37,003	215,039	817,777	539,615
State.....	2,000,000	4,751,515	37,003	375,000	1,038,570	996,436
Suffolk.....	1,500,000	3,358,896	56,829	341,459	844,149	713,759
Traders.....	600,000	1,198,747	32,246	103,887	300,447	175,822
Tremont.....	2,000,000	3,119,213	73,617	352,913	734,622	700,668
Washington.....	750,000	1,889,159	20,498	84,467	638,767	597,743
First.....	1,000,000	3,657,930	19,569	405,134	1,096,744	788,737
Second (Granite).....	1,600,000	4,432,643	91,869	677,172	1,732,714	790,633
Third.....	300,000	910,662	12,674	83,188	451,635	174,402
B'k of Commerce.....	2,000,000	4,715,133	2,979	649,483	1,496,643	971,800
B'k of N. Amer.	1,000,000	1,707,849	21,780	273,190	439,958	599,243
B'k of Redemp'n.....	1,000,000	4,193,755	144,594	641,057	1,354,063	789,714
City of the Repub.	1,500,000	2,841,817	29,707	291,593	707,079	796,767
City.....	1,000,000	1,655,177	17,866	843,768	543,563	495,459
Exchange.....	1,000,000	1,881,819	25,412	111,575	617,535	543,943
Exchange.....	1,000,000	3,398,427	126,005	168,611	1,100,499	797,186
Hide & Leather.....	1,500,000	2,914,981	66,641	195,775	819,835	708,505
Reverse.....	2,000,000	3,643,957	19,317	450,263	1,934,326	386,973
*Security.....	200,000	595,637	3,632	41,191	477,199	180,000
Union.....	1,000,000	2,381,022	49,973	258,627	766,755	646,743
Webster.....	1,500,000	4,438,098	87,300	272,538	959,079	495,673
Total.....	47,350,000	104,054,433	1,636,219	11,568,147	38,806,518	35,329,960

* Not received. Same as last week.

The deviations from last weeks returns are as follows :

Capital..... | Legal tender notes..... Dec. 145 000

Loans.....Inc.	\$673,443	Deposits.....Inc.	1,496,754
Specie.....Inc.	272,493	Circulation.....Inc.	8,463

The following are comparative totals for a series of weeks past:

		Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
July	12.....	109,633,943	3,104,676	9,593,668	34,851,745	25,838,704
"	13.....	101,476,241	3,255,151	9,541,819	34,530,417	25,838,704
"	25.....	109,702,540	3,204,595	9,798,461	35,211,103	25,254,709
Aug.	9.....	108,804,554	3,965,920	10,719,569	37,308,687	25,314,101
"	16.....	108,811,371	2,154,616	10,438,545	36,117,973	25,279,325
"	23.....	109,988,791	2,117,372	11,280,566	34,933,731	25,404,004
"	30.....	109,053,067	1,871,713	11,098,785	35,229,149	25,300,962
Sept.	6.....	109,901,545	1,715,563	11,799,519	37,041,045	25,402,973
"	13.....	104,437,327	1,874,474	12,371,911	37,862,741	25,227,773
"	20.....	104,478,949	915,681	12,747,357	37,038,497	25,277,781
"	27.....	101,375,581	618,579	12,950,087	36,917,606	25,307,129
Oct.	4.....	105,289,208	638,197	12,767,064	38,581,894	25,321,464
"	11.....	104,946,179	1,010,712	11,913,893	34,891,701	25,388,691
"	18.....	104,551,831	1,151,254	11,767,043	34,446,808	25,313,491
"	25.....	109,662,620	1,090,180	11,319,785	34,877,071	25,213,054
Nov.	1.....	109,410,990	1,369,721	11,711,185	36,310,664	25,321,519

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, November 8, 1869 :

	Total net				
Banks.	Capital.	Loans.	Specie.	L. Tend.	Deposits.
Philadelphia.	\$1,600,000	\$4,983,000	\$288,000	\$1,043,000	\$3,394,000
North America.	1,000,000	4,048,546	58,814	981,687	2,856,893
Farmers' & Mech.	2,000,000	4,947,314	81,912	1,996,674	3,776,450
Commercial.	500,000	2,300,000	9,500	549,000	1,300,000
Mechanics.	800,000	2,320,000	...	...	1,305,000
Bank N. Liberties.	500,000	2,616,000	...	512,000	1,933,000
Southwark.	250,000	1,435,600	5,581	485,600	1,374,800
Kensington.	250,000	1,139,400	4,926	811,000	1,029,666
Penn. Township.	500,000	1,312,300	...	223,400	936,200
Western.	400,000	1,853,140	3,930	8,352	1,316,431
Manufacturers.	570,150	1,511,000	...	291,000	906,512
City of Commerce.	1,000,000	2,812,000	...	227,625	2,584,375
Third.	1,000,000	2,238,000	31,000	1,268,000	2,575,000
Tradesmen.	800,000	1,361,213	8,687	329,110	980,244
Consolidation.	200,000	1,111,082	...	251,789	785,531
City.	400,000	1,219,402	3,900	373,781	739,161
Commonwealth.	300,000	1,009,884	...	182,670	705,406
Corn Exchange.	500,000	1,710,000	26,400	388,000	1,212,000
Union.	50,000	1,205,000	47,000	83,000	1,306,000
First.	1,000,000	1,853,000	...	1,268,000	2,800,000
Third.	200,000	638,226	...	137,612	961,917
Fourth.	150,000	475,000	...	138,587	333,533
Sixth.	250,000	727,000	...	118,000	332,000
Seventh.	250,000	727,000	...	175,000	493,000
Eighth.	275,000	798,000	2,700	216,000	540,000
Central.	750,000	2,666,000	13,000	760,000	2,025,000
Bank of Republic.	1,000,000	1,826,000	6,225	393,000	1,146,000
Exchange.	300,000	745,000	...	208,000	530,000
Total	16,055,150	51,969,061	827,685	13,978,562	38,781,734

The deviations from last week's returns are as follows:

Capital	Legal Tenders	Increase	\$174,399
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Loans.....	Increase.	\$496,867	Deposits.....	Increase.	816,323
Specie.....	Increase.	172,840	Circulation.....	Decrease.	5,034

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks :

Date.	Loans.	Specie.	Legal Tend.	Deposits.	Circulation.
July 5.....	\$3,987,621	\$30,621	14,031,449	41,381,537	10,613,845
July 12.....	\$3,140,755	485,498	14,040,000	40,140,497	10,618,976
July 19.....	\$3,193,785	456,750	12,944,886	39,894,562	10,618,797
July 26.....	\$2,463,100	\$90,877	13,761,180	39,160,644	10,614,973
Aug. 2.....	\$1,958,853	\$84,669	13,618,911	39,717,136	10,610,253
Aug. 9.....	\$2,032,830	\$25,216	13,580,061	39,506,405	10,608,281
Aug. 16.....	\$1,932,991	\$96,089	13,047,635	39,141,196	10,611,261
Aug. 23.....	\$2,309,626	\$44,256	12,977,073	39,020,665	10,608,352
Aug. 30.....	\$2,063,652	\$45,515	13,018,413	38,833,414	10,608,323
Sept. 6.....	\$1,931,372	\$47,358	13,073,705	39,212,683	10,611,674
Sept. 13.....	\$1,697,285	\$69,199	12,998,064	38,945,913	10,610,555
Sept. 20.....	\$1,703,372	\$74,855	13,245,949	39,169,536	10,609,192
Sept. 27.....	\$2,130,408	\$39,058	13,448,889	39,845,978	10,598,934
Oct. 4.....	\$2,105,011	\$77,993	13,330,385	39,588,824	10,598,934
Oct. 11.....	\$2,037,364	\$28,586	13,380,187	37,102,675	10,607,344
Oct. 18.....	\$1,637,361	\$24,568	13,208,943	36,024,063	10,529,394
Oct. 25.....	\$1,701,059	\$15,925	12,438,801	36,738,998	10,596,755
Nov. 1.....	\$1,591,214	\$34,845	12,104,944	37,986,411	10,597,977

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE,

REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, NOV. 13, TOGETHER WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.																		
STOCKS AND SECURITIES.								STOCKS AND SECURITIES.										
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week's Sales		Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week's Sales			
National:								Railroad Stocks:										
American Gold Coin (50¢ Each)	126%	126%	127%	127%	126%	126%		Boston, Hartford & Erie	100	96%	95%	94%	94	93%	90%	No.	2,479	
United States 6s, 1881 coupon	118%	118			117%	117%	\$50,500	Central New Jersey	100	150	152		149	149	149	1,880		
do do 6s, 1881 registered	115%		115%		115%	115%	49,500	Chicago and Alton	100				149	149	149	100		
do do 6s, 5-20s (62) coupon	113%	113%		113	113%	113%	111,300	do do preferred	100									
do do 6s, 5-20s do registered	113%	113%	113%	113%	113%	113%	26,100	Chicago, Burlington and Quincy	100									
do do 6s, 5-20s (64) coupon	113%	113%	113%	113%	113%	113%	83,000	Chicago and Great Eastern	100									
do do 6s, 5-20s do registered	113%	113%	113%	113%	113%	113%	270,500	Chicago and Northwestern	100	71	71%	70	69%	70%	69%	14,800		
do do 6s, 5-20s (65) coupon	116	116	116	115%	115%	115%	75,000	do do pref.	100	85%	86%	85%	84%	86%	85%	3,735		
do do 6s, 5-20s do registered	116	116	116	115%	115%	115%	179,500	Chicago, Rock Island and Pac.	100	104%	104%	103%	103%	103%	103%	4,935		
do do 6s, 5-20s (1867) coupon	116	116	116	115%	115%	115%	90,000	Cleveland, Col. Cin. and Ind.	100	73%	73	73	73	73	73	339		
do do 6s, 5-20s do registered	115%	115%	115%	115%	115%	115%	1,399,500	Columbus C. & Ind. Cent.	100	96%	96	96%	95%	94%	94%	1,600		
do do 6s, 5-20s (1868) coupon	116	116	116	115%	115%	115%	61,250	Cleveland and Pittsburg	100	85	85	85	84%	84%	84%	2,050		
do do 6s, 5-20s do registered	116	116	116	115%	115%	115%	39,000	Delaware, Lackawanna and West	100	106	105	105%	105%	105%	105%	1,681		
do do 6s, Oregon War 1861	108	107%	107%	107%	107%	107%	2,000	Dubuque & Sioux City	100	109	109	109	109	109	109	919		
do do 6s, (1 y 7/8)	108	107%	107%	107%	107%	107%	185,000	Erie	100	28%	28%	28%	27%	27%	28	3,120		
do do 6s, 1871 coupon	113%	113%	113%	113%	113%	113%	2,000	do pref.	100	49%	49	48	48	48	48	753		
do do 6s, 1871 registered	113%	113%	113%	113%	113%	113%	103,500	Hannibal and St. Joseph	100	107%	108	108	108	107	107%	800		
do do 6s, 1874 coupon	107%	107%	107%	107%	107%	107%	27,000	Hannibal and St. Joseph pref.	100	108	108	108	108	107	107%	1,060		
do do 6s, 1874 registered	107%	107%	107%	107%	107%	107%	31,000	Harlem	100	160%	160	161%	161%	161%	161%	1,700		
do do 6s, 10-40s coupon	90%	90%	90%	90%	90%	90%	130,500	Hudson River	100	100	100	100	100	100	100	10		
do do 6s, 10-40s registered	90%	90%	90%	90%	90%	90%	27,000	Illinois Central	100	91	91	90%	89	89%	89	12,059		
State:								Railroad Bonds:										
Alabama 5s	90%						31,000	Joliet & Chicago	100	100	100	100	100	100	100	100		
do 5s	90%						31,000	Lake Shore and Mich. South	100	91	91	90%	89	89%	89	12,059		
California 7s	100	99%					6,000	Long Island	100	100	100	100	100	100	100	100		
Connecticut 6s	100	99%					6,000	Macon and Western	100	18%	20	20	20	20	20	1,100		
Georgia 6s			91				8,000	Marquette and Cincinnati, 1st pref	100	100	100	100	100	100	100	100		
do 7s (new)							8,000	do do 2d pref	100	120%	121	120	120	120	120	521		
Illinois Canal Bonds, 1860								Milwaukee and St. Paul	100	70%	70%	69%	69	69%	68%	5,800		
do Registered, 1860								do do pref.	100	88%	88%	87%	87	87%	87%	5,800		
do 6s, cou., '79, aft. '60-62-65-70								Morris & Essex	100	88	87%	87%	87%	87%	87%	711		
do do do 1877								New Haven and Hartford	100	100	100	100	100	100	100	7,900		
do do 1919								New York Central	100	183%	186	183%	182	181%	181%	299		
Indiana 5s								do do	100	123	134	135				108		
Kentucky 6s								do scrip.	100									
Louisiana 6s			85%				10,000	New Jersey	100									
Louisiana 6s Levee Bonds	60						13,000	Norwich & Worcester	100	27%	27%	26%	26%	26%	26%	8,700		
Michigan 6s, 1873	87%		88		88%	88%	17,000	Ohio and Mississippi	100	27%	27%	26%	26%	26%	26%	1,819		
do 6s, (Han. & St. Jos. R.R.)	87%		88		88%	88%	5,000	do do pref.	100	85%	85	85%	85%	85%	85%	16,300		
New York 6s, 1873	100%						6,000	Panama	100	85%	85	85%	85%	85%	85%	1,819		
do 6s, 1873	100%						1,000	Pitts., Ft. Wayne & Chic. guar.	100	85%	85	85%	85%	85%	85%	16,300		
do 7s, State B'y B's (coup)		109	109	209		108%	11,000	Reading	100	88	97%	97%	96%	97%	97%	91		
do do do (reg.)	46%	46%	41	40%	40%	40%	22,000	Rome, Watertown & Ogdensburg	100	100	100	100	100	100	100	100		
North Carolina 6s	46%	46%	41	40%	40%	40%	430,000	St. Louis, Alton & Terre Haute	100	100	100	100	100	100	100	100		
do 6s, (new)	38	38	38%	38%	38%	38%	49,000	do do	100	62%	62%	62				750		
Ohio 6s, 1870							34,000	Toledo, Wabash and Western	100	62%	62%	62				750		
South Carolina 6s, old								do do	100	62%	62%	62				750		
South Carolina 6s, new								do pref	100	62%	62%	62				750		
Tennessee 6s	60%	60%	60%	60%	60%	60%	22,000	Buffalo and State Line Bonds	100	80%	80	80	80	80	80	5,000		
do 6s (old)	51%	52	52%	51	50%	50%	301,000	Buffalo, N. Y. & Erie, 1st	100	80%	80	80	80	80	80	5,000		
do 6s, (new)	50%	50%	50%	50%	50%	50%	6,000	Central Pacific gold bonds	100	80%	80	80	80	80	80	5,000		
Virginia 6s, (old)								Chicago and Alton, Sinking Fund	100	100	100	100	100	100	100	10,000		
do 6s, (new)								do do 1st mortgage	100	100	100	100	100	100	100	10,000		
do 6s, (reg.)								do do Income	100	100	100	100	100	100	100	10,000		
Municipal:								Railroad Bonds:										
Brooklyn 6s, Water Loan								Chicago, Burlington & Quincy, S.p.c.	100	80	80	80	80	80	80	1,000		
do 6s, Park Loan								Chicago & Milwaukee, 1st mort.	100	80	80	80	80	80	80	15,000		
Jersey City Water Loan								Chic & Northwest, Sinking Fund	100	80	80	80	80	80	80	7,000		
Kings County 6s								do do Interest B'nds	100	80	80	80	80	80	80	15,000		
New York 6s, 1870							98	do do 1st mort.	100	80	80	80	80	80	80	7,000		
do 6s, 1887								do do consolidated	100	80	80	80	80	80	80	7,000		
Bank Stocks:								Railroad Bonds:										
American Exchange	100							Chicago, R. I. and Pac. 7 percent.	100	98%	94	94	92	92%	92%	23,000		
Bank of America	100	145	145					Chicago & Rock Island, 1st	100	98%	94	94	92	92%	92%	23,000		
Bank of Republic	100	13%						do do 2d mort.	100	98%	94	94	92	92%	92%	23,000		
Central	100			108%		110		Cleveland and Pittsburg, 3d mort.	100	98%	94	94	92	92%	92%	23,000		
Commonwealth	100			111	111	111		do do 4th mortgage	100	98%	94	94	92	92%	92%	23,000		
Commerce	100	121		121	121	121		Cleveland and Toledo, Sinking Fund	100	98%	94	94	92	92%	92%	23,000		
Continental	100			121	121	121		Col. Chic. & Ind. Central 1st	100	98%	94	94	92	92%	92%	23,000		
City	100			121	121	121		do do 2d mort.	100	98%	94	94	92	92%	92%	23,000		
City Exchange	100			121	121	121		Delaware, Lackawanna & West, 1st m.	100	98%	94	94	92	92%	92%	23,000		
Fourth	100	108%		108%				do do do 2d m.	100	98%	94	94	92	92%	92%	23,000		
Hanover	100							Erie, 1st mortgage, 1868	100	98%	94	94	92	92%	92%	23,000		
Importers & Traders	100							do 2d mortgage, 1879	100	98%	94	94	92	92%	92%	23,000		
Market	100							do 3d mortgage, 1883	100	98%	94	94	92	92%	92%	23,000		
Metropolitan	100							do 4th mortgage, 1880	100	98%	94	94	92	92%	92%	23,000		
Mechanics	100							do 5th mortgage	100	98%	94	94	92	92%	92%	23,000		
Merchants	100							Galea & Chicago, 1st	100	98%	94	94	92	92%	92%	23,000		
Merchants Exchange	100							Great Western, 1st mortgage, 1888	100	98%	94	94	92	92%	92%	23,000		
Nassau	100							Great Western, 2d mortgage	100	98%	94	94	92	92%	92%	23,000		
Ninth	100							Han. & St. Jos., 1st convertible	100	98%	94	94	92	92%	92%	23,000		
North River	100	</																

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations), or upon which dividends are paid. Quotations are always given of the per cent value, whatever the par of the stock may be. The figures just after the name of the company indicate the date of the CHRONICLE in which a report of the Company was last published. A star (*) indicates leased roads; in the dividend column x=extra; s=stock or scrip.

2. The Table of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are sometimes given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O.=April and October; M. & N.=May and November; J. & D.=June and December. Q.-J.=Quarterly, beginning with January; Q.-F.=Quarterly, beginning with February. Q.-M.=Quarterly, beginning with March.

3. The Table of United States and State Securities will be published monthly, on the last Saturday of the month.

4. Quotations of Southern Securities are given in a separate Table.

5. No reliable prices of Insurance Stocks can possibly be made.

Weekly Railroad Earnings for the 1st Week of Nov.-

Road.	Week.	1889.	1888.	Inc.	Dec.
Chicago and Alton.....	1st Nov.	98,597	97,343	1,253	
Chicago and North-western.....	1st Nov.	298,672	308,866		9,893
Chicago, Rock Island and Pacific.....	1st Nov.	129,100	84,614	44,486	
Lake Shore and Michigan Southern.....	1st Nov.		24,000		
Marietta and Cincinnati.....	1st Nov.	22,788	28,512	211	
Milwaukee and St. Paul.....	1st Nov.	197,403	147,018	50,385	
Toledo, Wauash and Western.....	1st Nov.	85,274	77,339	7,935	

Railroad Earnings for October and Ten Months.—On a previous page will be found our usual table of railroad earnings for the month and for the past period of the year. These tables are compiled exclusively for the CHRONICLE, from returns obtained in many cases direct from the companies; and as they are habitually copied by many other journals without credit to our columns, it is desirable that the public should know who is originally responsible for the compilation.

The Pacific Railroad Commissioners have made their report in full, in which they estimate that the sum of \$1,586,100 will supply all the deficiencies of the Union Pacific road from Omaha to Promontory, so that it may meet its description of "first-class." Of this amount, \$206,044 is needed for the section between Ogden and Promontory, which is claimed by the Central Pacific. The surplus rolling stock, material and supplies, now in possession of the road, are worth, it is thought, about \$1,800,000. Estimates are made for the amount necessary for every separate improvement, and the whole amount required for the Central Pacific Railroad is given as \$576,840, and this is counterbalanced, so the commissioners think, by a surplus of rolling stock, material and supplies on hand, worth more than a million dollars.

Erie Railway New Bonds.—The Erie Railway company, as stated yesterday, has notified the New York Stock Exchange that, at the expiration of thirty days, \$5,000,000 of convertible bonds will be issued. These bonds are known as the Narrow Gauge Sinking Fund Bonds, and are to be issued for the purpose of

laying a third rail on the entire road, in conformity with an agreement made with the Lake Shore and Michigan Southern Company some time since.

Cincinnati, Richmond and Chicago Railroad.—The income of this company for the fiscal year ending March 31, 1889, was as follows:

From passengers.....	\$50,898 40
" freight.....	42,739 13
" mails.....	3,000 00
" express.....	3,123 89
" rents.....	239 56
" mileage of cars.....	3,290 35

Expenditures.....\$104,993 48

Excess of operating expenses.....	\$1,151 08
Interest paid on bonds.....	39,149 35
General interest and exchange.....	152 94
Insurance.....	8 13
Taxes, State and National.....	5,723 45

Excess of expenditures over receipts.....\$46,503 84

Add balance due C. & D. R. R. Co., Lessees, March 31, 1888.....13,236 30

To all due lessees.....\$59,739 13

To pay off this indebtedness a mortgage of \$65,000 has been made to Stanley Matthews, trustee, and bonds issued in sums of \$1,000 each for that amount, payable Jan. 1, 1889, and bearing interest at 7 per cent. These bonds have been received by the lessees, in full account to March 31, 1889.

BALANCE SHEET, MARCH 31, 1889.	
Construction.....	\$236,731 29
Equipment.....	120,451 98
Real estate.....	700 00
Profit and loss.....	61,804 23
	\$1,09,189 50
Capital stock.....	\$282,600 00
First mortgage bonds.....	160,000 00
Second ".....	65,000 00
Interest on bonds unpaid.....	2,081 50
	\$1,009,689 50

New York, Providence and Boston Railroad.—The receipts of this company for the year ending August 31, 1889, were as follows:

From passengers.....	\$368,633 73	Salaries.....	9,966 71
" freight.....	244,493 00	" fuel.....	\$97,301 40
" mail service.....	12,351 54	" new cars.....	62,251 43
" rents, balance account.....	10,473 74	" taxes.....	32,874 30
" gas, balance account.....	993 04	" dredging.....	38,970 70
" dividends, Stonington Steamboat Co.....	62,238 00	" water works.....	100 27
	\$639,188 05		\$76 90

Expenditures, viz:		Net earnings.....	\$333,458 21
Repairs of roads.....	\$83,506 75	From which deduct:	
" engines.....	26,723 83	Dividends, interest, &c.....	\$214,447 43
" cars.....	32,157 06		
" bridges, etc.....	28,729 67	Surplus.....	\$21,010 79
Ferry.....	17,624 67		
General expenses, oil etc.....	37,945 37		

Compared with the previous year, the gross receipts show an increase of \$235,723 13, with an increase in expenses of \$102,712 38—making an increase of net earnings, \$133,010 75. The report says:

Acting under proper authority, the directors, in November last, directed the issue of \$1,000,000 in 7 per cent. bonds, payable in 1899. Of this amount \$400,000 was offered for sale, and \$338,000 disposed of, and the proceeds applied to the payment of the floating debt. In addition, \$56,000 of the old 6 per cent. bonds have been exchanged for the new issue, and the balance remains in the hands of the Treasurer.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific—in gold.				Chicago and Alton.				Chicago & Northwestern.				Chic. Rock Is. and Pacific.				Clev. Col. Cin. & I.			
1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.	
(94 m.)	(350 m.)	(600 m.)	(280 m.)	(280 m.)	(320 m.)	(431 m.)		(1,152 m.)	(1,152 m.)	(1,176 m.)	(410 m.)	(454 m.)	(520 m.)	(390 m.)	(390 m.)				
\$35,169	\$64,453	\$12,004	\$243,787	\$275,116	\$339,762	Jan....	696,147	\$724,890	\$871,318	\$292,047	\$308,557	\$351,767	\$242,305	\$304,112					
\$51,881	\$6,937	\$218,929	\$157,139	\$304,827	Feb....	574,694	\$807,472	\$877,354	\$242,621	\$297,464	\$19,441	\$238,160	\$242,509	\$299,552					
60,029	\$1,306	\$391,308	\$235,961	\$267,094	Mar....	737,134	\$890,192	\$1,149,253	\$273,454	\$276,431	\$465,789	\$296,425	\$247,661	\$211,426					
\$1,156	\$6,481	\$485,048	\$282,165	\$279,121	Apr....	774,280	\$1,094,597	\$1,092,378	\$268,369	\$201,952	\$362,900	\$296,425	\$247,661	\$211,426					
96,232	\$106,325	\$368,270	\$335,510	\$303,342	May....	895,712	\$1,206,796	\$1,269,934	\$297,625	\$316,708	\$419,009	\$296,425	\$247,661	\$211,426					
121,703	\$164,729	\$554,000	\$432,357	\$384,564	June....	898,357	\$1,167,544	\$1,258,284	\$278,681	\$378,476	\$508,000	\$296,425	\$247,661	\$211,426					
174,312	\$239,590	\$513,637	\$354,244	\$404,012	July....	880,324	\$1,091,466	\$1,167,155	\$297,512	\$341,885	\$440,300	\$296,425	\$247,661	\$211,426					
\$121,297	\$261,512	\$511,382	\$415,982	\$558,100	Aug....	1,064,236	\$1,281,940	\$1,037,813	\$444,424	\$568,380	\$490,900	\$296,425	\$247,661	\$211,426					
\$300,550	\$360,770	\$609,783	\$408,999	\$536,196	Sept....	1,451,284	\$1,518,483	\$1,241,391	\$560,403	\$753,856	\$579,000	\$296,425	\$247,661	\$211,426					
\$21,109	\$62,492	\$228,000	\$285,752	\$293,745	Oct....	1,541,086	\$1,200,095	\$1,414,361	\$569,543	\$591,209	\$581,000	\$296,425	\$247,661	\$211,426					
128,156	\$36,532		\$359,103	\$349,568	Nov....	1,310,357	\$1,135,334		\$442,374	\$434,509		\$296,425	\$247,661	\$211,426					
75,871	\$42,743		\$320,169	\$361,700	Dec....	918,088	\$1,001,892		\$777,053	\$433,434		\$296,425	\$247,661	\$211,426					
1,421,535	\$2,300,767		\$3,892,861	\$4,508,642	Year....	11,712,248	\$13,429,534		\$4,358,611	\$4,797,461		\$2,918,347							

Illinois Central.				Lake Shore & Mich. South.				Marietta and Cincinnati.				Michigan Central.			
1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.	
(708 m.)	(708 m.)	(708 m.)	(364 m.)	(364 m.)	(364 m.)	(364 m.)		(251 m.)	(251 m.)	(251 m.)	(329 m.)	(329 m.)	(329 m.)	(329 m.)	
\$547,119	\$537,443	\$681,656	Jan....	79,726	\$1,599	\$98,510	Jan....	\$24,433	\$24,433	\$24,433	\$304,097	\$312,590	\$384,112		
534,371	\$536,165	\$538,782	Feb....	79,726	\$1,599	\$98,510	Feb....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
417,071	444,443	608,780	Mar....	79,726	\$1,599	\$98,510	Mar....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
440,271	518,800	595,355	Apr....	79,726	\$1,599	\$98,510	Apr....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
477,007	573,551	655,046	May....	79,726	\$1,599	\$98,510	May....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
516,494	626,248	740,949	June....	79,726	\$1,599	\$98,510	June....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
528,342	549,714	661,793	July....	79,726	\$1,599	\$98,510	July....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
709,236	793,779	790,325	Aug....	79,726	\$1,599	\$98,510	Aug....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
738,530	\$89,086	\$115,020	Sept....	79,726	\$1,599	\$98,510	Sept....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
823,901	\$901,600	\$94,934	Oct....	79,726	\$1,599	\$98,510	Oct....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
727,809	\$683,400		Nov....	79,726	\$1,599	\$98,510	Nov....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
613,380	\$61,040		Dec....	79,726	\$1,599	\$98,510	Dec....	79,726	\$1,599	\$98,510	\$304,097	\$312,590	\$384,112		
7,160,991	\$7,817,620		Year....	1,258,713	\$1,294,095		Year....	4,371,071	\$4,870,014						

Milwaukee & St. Paul.				Ohio & Mississippi.				St. L. Alton & T. Santa.				Toledo, Wab. & Western.				Union Pacific.			
1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.		1887.	1888.	1889.	
(738 m.)	(820 m.)	(825 m.)	(340 m.)	(340 m.)	(340 m.)	(340 m.)		(210 m.)	(210 m.)	(210 m.)	(521 m.)	(521 m.)	(521 m.)	(521 m.)	(1052 m.)				
\$319,765	\$369,428	\$45,130	\$243,787	\$275,116	\$339,762	Jan....	149,658	\$127,594	\$132,632	\$27,674	\$278,712	\$284,192	Jan....						
240,756	\$21,203	\$39,233	\$21,064	\$21,321	\$180,080	Feb....	143,342	\$133,392	\$127,817	\$20,793	\$265,126	\$265,137	Feb....						
\$61,145	\$323,507	\$420,771	\$279,647	\$265,905	\$21,459	Mar....	174,152	\$149,165	\$175,950	\$20,680	\$267,799	\$267,799	Mar....						
\$116,268	\$36,412	\$40,787	\$243,729	\$252,149	\$214,409	Apr....	168,162	\$155,328	\$171,848	\$17,063	\$266,825	\$266,825	Apr....						
\$401,992	\$565,718	\$61,844	\$232,939	\$214,019	\$218,639	May....	171,736	\$180,645	\$167,397	\$20,078	\$266,825	\$266,825	May....						
\$362,358	\$58,190	\$78,800	\$240,135	\$217,082	\$232,296	June....	156,065	\$140,408	\$154,133	\$20,510	\$266,825	\$266,825	June....						
\$65,404	\$43,397	\$5,742	\$234,633	\$194,455	\$192,394	July....	172,993	\$143,986	\$144,164	\$20,510	\$266,825	\$266,825	July....						
\$50,564	\$22,668	\$23,393	\$232,921	\$207,557	\$275,290	Aug....	200,788	\$204,596	\$186,809	\$20,510	\$266,825	\$266,825	Aug....						
\$71,739	\$1,134,045	\$14,314	\$365,372	\$307,132	\$292,813	Sept....	219,190	\$196,436	\$202,293	\$20,510	\$266,825	\$266,825	Sept....						
\$1,017,778	\$1,017,403	\$1,039,811	\$79,367	\$283,339	\$328,041	Oct....	230,340	\$210,473	\$205,750	\$20,510	\$266,825	\$266,825	Oct....						
\$706,617	\$556,917		\$36,066	\$271,638		Nov....	204,075	\$174,500		\$20,510	\$266,825	\$266,825	Nov....						
\$248,825	\$468,679		\$272,053	\$335,861		Dec....	171,499	\$157,379		\$20,510	\$266,825	\$266,825	Dec....						
5,953,690	\$6,517,641		\$3,450,319	\$2,964,039	Year....	2,307,930	\$2,932,563		\$758,890	\$4,013,300		Year....							

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

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COMPANIES.			Stock Out- stand- ing.	DIVIDEND.		PRICE.		COMPANIES.			Stock Out- stand- ing.	DIVIDEND.		PRICE.				
For a full explanation of this table, see <i>Railway Monitor</i> , on the pre- ceding page.				Periods.	Last paid.	Date.	Rate.	Bid.	Ask.	For a full explanation of this table, see <i>Railway Monitor</i> , on the pre- ceding page.			Periods.	Last paid.	Date.	Rate.	Bid.	Ask.
Railroads.																		
Allah Valley	50	2,241,250	Jan. & July.		50	52	Old Colony and Newport	100	4,948,420	Jan. & July.	July, '69	3		97				
Atlantic and Gulf	100	3,691,200					Orange and Alexandria	100	2,063,655	Feb. & Aug.	Aug., '69	4		53				
Atlan. & St. Lawrence	100	1,494,500	Jan. & July.	July, '69	2	59	Oswego and Syracuse	100	482,400	Feb. & Aug.	Aug., '69	4		53				
Atlanta and West Point	100	1,232,200	Jan. & July.	July, '69	4	61	Pacific (of Missouri)	100	8,669,000	Quarterly	Oct., '69	5	53	59				
Augusta and Savannah	100	783,700	Jan. & July.	July, '69	8 1/2		Panama	100	30,540,782	Jan. & July.	Nov., '69	6	107	107 1/2				
Baltimore and Ohio	100	18,151,962	April & Oct.	Oct., '69	4	123	Pennsylvania, Mar. &	100	7,000,000	Quarterly	Oct., '69	5	202	220				
Washington Branch	100	1,650,000	April & Oct.	Oct., '69	5	126	Philadelphia and Erie	50	6,004,200	Jan. & July.	Jan., '69	4	57	57 1/2				
Parkersburg Branch	50	600,000	Quarterly	Oct., '69	13 1/2	46 1/2	Philadelphia and Trenton	100	2,400,000	Jan. & July.	Jan., '69	5 1/2	97	97 1/2				
Berkshire	100	14,934,100	Jan. & July.	July, '69	5	146 1/2	Philadel. Germant. & Norrist'n	50	1,587,700	Feb. & Aug.	Aug., '69	5	117 1/2	118 1/2				
Boston and Albany	100	800,000	May & Nov.	Nov., '69	3	104	Philadel., Wilming. & Baltimore	50	9,084,300	Jan. & July.	July, '69	4	104 1/2	104 1/2				
Boston, Con. & Montreal	100	2,169,000	Jan. & July.	July, '69	5	141	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Boston, Hartford and Erie	100	4,550,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Boston and Lowell	100	4,550,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Boston and Maine	100	4,550,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Boston and Providence	100	4,550,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Buffalo, New York and Erie	100	4,550,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Burlington and Missouri River	100	1,235,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	880,000	Jan. & July.	July, '69	5	136	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Camden and Ambon	100	537,000	Feb. & Aug.	Feb., '69	5	117 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Camden and Atlantic	100	377,100	Feb. & Aug.	Feb., '69	5	117 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do preferred	50	731,200	Feb. & Aug.	Feb., '69	5	117 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cape Cod	50	301,905	Jan. & July.	July, '69	5	117 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Catawissa	50	1,159,500	Jan. & July.	July, '69	5	117 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do preferred	50	2,500,000	May & Nov.	Nov., '69	3	72	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cedar Rapids and Missouri	100	5,432,000	May & Nov.	Nov., '69	3	72	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Central Georgia & Banking Co.	100	4,666,300	May & Nov.	Nov., '69	3	72	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Central of New Jersey	100	15,000,000	June & Dec.	June, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Central Ohio	50	2,500,000	June & Dec.	June, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do preferred	50	500,000	June & Dec.	June, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cheshire, preferred	50	2,026,325	Jan. & July.	July, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chicago and Alton	100	5,141,840	Mar. & Sept.	Sept., '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do preferred	100	2,425,400	Mar. & Sept.	Sept., '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chic. Barling & Quincy	100	13,825,025	Mar. & Sept.	Sept., '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chicago and Great Eastern	100	2,380,000	Mar. & Sept.	Sept., '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chicago, Iowa and Nebraska	100	1,000,000	Jan. & July.	July, '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chicago and Milwaukee	100	2,227,000	Jan. & July.	July, '69	5	150	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chicago and Northwest	100	14,300,161	June & Dec.	June, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Chic. Rock Is. & Pac.	100	14,000,000	June & Dec.	June, '69	5	70 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cincinnati, Hamilton & Dayton	100	3,500,000	April & Oct.	Oct., '69	5	103 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cincinnati, Richm. & Chicago	100	382,600	April & Oct.	Oct., '69	5	103 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cincinnati, Sand. & Cleveland	100	2,380,000	May & Nov.	Nov., '69	3	72	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	50	1,676,345	May & Nov.	Nov., '69	3	72	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cin. Col. Cin. & Ind.	100	10,460,900	Feb. & Aug.	Aug., '69	3 1/2	75	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cleveland and Mahoning	50	5,585,750	May & Nov.	Nov., '69	3 1/2	75	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cleveland and Pittsburg	100	1,100,000	Quarterly	Oct., '69	15 1/2	84 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Columbus and Xenia	100	1,786,800	Dec. & June	June, '69	3 1/2	84 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Concord	100	350,000	May & Nov.	Nov., '69	3 1/2	84 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Concord and Portsmouth	100	2,084,200	Feb. & Aug.	Aug., '69	3 1/2	84 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Connecticut & Passumpsit	100	1,700,000	Jan. & July.	July, '69	4	130	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Connecticut River	100	2,380,172	April & Oct.	Oct., '69	4	130	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Cumberland Valley	100	891,205	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Dayton and Michigan	100	14,000,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Delaware	50	1,162,350	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Delaware, Lack. & Western	100	2,102,250	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Detroit and Milwaukee	100	2,102,250	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	2,102,250	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Duquesne and Sioux City	100	2,142,250	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Elmore and Mass.	100	1,980,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Tenn. Georgia, Oct. 9	100	1,290,000	Jan. & July.	July, '69	4	115	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Tennessee and Virginia	100	1,902,000	May & Nov.	Nov., '69	2 1/2	60	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	500,000	May & Nov.	Nov., '69	2 1/2	60	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Apr. 17	100	70,000,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do preferred	100	8,536,500	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Pittsburg	100	962,960	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	4,156,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Trunk (Can.)	100	14,367,950	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Western (Can.)	100	17,341,605	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Wabash and St. Joseph	100	1,932,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	1,074,000	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Ward and N. Haven	100	3,300,000	Quarterly	Sept., '69	5	107 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Wash. & Potomac	100	2,000,000	Quarterly	Sept., '69	5	107 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Washington River	100	13,892,700	April & Oct.	Oct., '69	4	158 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
London and Broad Top	100	484,380	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
do do do	100	130,750	Jan. & July.	July, '69	5	108 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Central, Mar. 27	100	25,277,270	Feb. & Aug.	Aug., '69	5	131 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Capitol, Cin. & La. City	50	6,185,897	Mar. & Sept.	Sept., '69	5	131 1/2	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Conville, Mad. & Ind. Oct. 30	100	1,000,000	Jan. & July.	July, '69	5	65	Pittsburg, Cin. & St. Louis	50	7,738,326	Jan. & July.	July, '69	4	30 1/2	30 1/2				
Wanna and Bloomsburg	50	1,383,000	Feb. & Aug.	Aug., '69	4</													

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 3 and 4 of Bonds will be published next week.

COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED.				COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED.						
For a full explanation of this Table see "Railroad Monitor," on a preceding page.	Amount Out- standing	INTEREST.		PRICE.	For a full explanation of this Table see "Railroad Monitor," on a preceding page.	Amount Out- standing	INTEREST.		PRICE.	
		Rate.	When paid.	Where paid.			Rate.	When paid.	Where paid.	
				Principal payable.					Principal payable.	
				Bid.	Askd.				Bid.	Askd.
Railroads.										
Alabama & Chattanooga (Jan. 1, '99).	16,000 p.m.	9	J. & J.	New York	1889					
1st Mort. (gold) guar. by Ala.										
Albany & Susquehanna (Oct. 1, '98).	1,000,000	7	J. & J.	New York	1888					
1st Mortgage	800,000	7	M. & N.		1885					
Albany City Loan										
Alex. Loud. & Hamp. (Oct. 1, '98).	1,500	7	M. & N.	Wash'ton.	1898					
1st Mortgage for \$2,000,000										
Allegheny Valley (Oct. 1, '99).	4,000,000	7.5	J. & J.	New York	1896	83 1/2	85 1/2			
1st Mortgage	400,000	7				95	100			
2d Mortgage (for funding)										
Androscoggin (Jan. 1, '99).	425,000	6	A. & O.	Portland.	1890					
1st Mortgage (Bath Loan)										
Atlantic & Gl. West (Jan. 1, '99).										
1st Mort. skg fund (N. Y.)				London.	1877					
1st Mort. skg fund (Pa.)					1879					
1st Mort. skg fund (Ohio)	7,144,400	7	A. & O.	New York	1878					
1st Mort. skg fund (Buff. ext.)				London.	1884					
1st Mort. (Franklin Branch)					1889					
2d Mort. (Penn.)					1882					
2d Mort. (N. Y.)	5,908,100	7	J. & J.	New York	1883					
2d Mort. (Ohio)					1895					
Consolidated Mort. (1st series)	18,947,500	7	A. & O.							
Consolidated Mort. (2d series)	7,000,000	5								
Income Mort.	5,701,500									
Atlantic & Gulf (Jan. 1, '99).	2,000,000	7	J. & J.	New York	1890					
Consolidated Mort. free.										
Atlan. & S. Lawrence (June 30, '99).	1,240,800	6	Var.	Port. & N.Y.	68-70	60	62			
1st Mort. (Pa.)	614,500	6	A. & O.	London.	1871					
2d Mort. of April 1, 1891	885,500	6	A. & O.	London.	1884					
Sterl. Bds of Oct. 1, '94 (\$500,000)	484,000	6	M. & N.		1878					
Baltimore & Ohio (Oct. 1, '99).	788,981	6	Q. & J.	Baltimore.	1887					
1st Mortgage	863,250	6	J. & J.		1875	95	95			
Loan of 1885, skg fund.	979,500	6	J. & J.		1890					
Loan of 1890	1,710,500	6	A. & O.		1888	92 1/2				
Baltimore Loan of 1895	5,000,000	6	J. & J.		1890					
2d Mort. (N. W. Va. RR.) of '98	481,500	6	J. & J.		1878	95				
2d Mort. (N. W. Va. RR.) of '98	155,000	6	J. & J.		1888	89				
Bay & No. & Maryland (Jan. 1, '99).	100,000	8	A. & O.	Boston.	1870					
Income Bonds of Oct. 1, 1893	150,000	8	A. & O.		1871					
Income Bonds of April 1, 1896										
Belvidere Delaware (Jan. 1, '99).	1,000,000	6	M. & S.	New York	1877	85 1/2	90			
1st Mort. of 1893 (guar. C. & A.)	490,500	6	J. & D.	Princeton.	1885	80	81			
2d Mort. of 1894	745,000	6	F. & A.		1887	71	80			
Blue Ridge of S. Car. (Jan. 1, '99).	204,000	7	J. & J.	Charlestown	1884					
1st Mort. for \$250,000										
Boston & Albany (Dec. 1, '98).	598,000	6	J. & J.	Albany.	70-1-6					
Albany Loan (Alb. & W. St. RR.)	2,051,500	6	A. & O.	London.	70-1-6					
Mass. Sterl. Loans (West. RR.)	786,000	6	A. & O.	Boston.	1875					
Dollar Bonds of Western RR.										
Bost. & Chic. & Pitts'dg (Dec. 1, '98).	400,000	6	J. & J.	Boston.	1884					
1st Mort. (Agrie. Br. RR.) of '94										
Bost. & Conn. & Mont'ry (Apr. 1, '99).	204,000	7	F. & A.	New York	1885					
1st Mortgage	150,000	7	J. & J.	Boston.	1870					
2d M. (Tl. & 1st 22 1/2 m.) conv.	200,000	7	J. & J.	New York	1870					
2d M. (Tl. & 2d 22 1/2 m.) conv.	496,000	7	J. & J.	Boston.	1889					
Sinking Fund Bonds										
Bost. & Erie (Dec. 1, '98).	800,000	7	M. & S.	Boston.	1884	80 1/2				
1st Mort. (old)	14,000,000	7	J. & J.		1899	80 1/2	80 1/2			
1st Mort. (new)	3,000,000	7	J. & J.	New York	1899					
1st Mort. (new) guar. by Erie	3,000,000	7	J. & J.	Boston.	1899					
Mass. L. (acc. by \$4,000,000 1st M.)										
Boston & Lowell (Dec. 1, '98).	101,000	6	J. & J.	Boston.	1878					
Convertible Bonds of 1893	200,000	6	A. & O.		1879					
Scrip Certificate										
Mortgage (wharf purchase)										
Buff. & Brad. & Pitts'dg (Oct. 1, '98).	950,000	7	J. & J.	New York	1886	80	80			
1st Mortgage										
Buff. & Corry & Pitts'dg (Nov. 1, '98).	700,000	7	J. & J.	New York	1880	60	75			
1st Mortgage										
Buffalo & Erie (Nov. 1, '98).	400,000	7	J. & D.	New York	1870					
Comp. B'ds (B. & St. Line RR.)	200,000	7	M. & N.		1878					
Comp. B'ds (B. & St. Line RR.)	200,000	7	M. & S.		1882					
Comp. B'ds (Erie & N. Y. RR.)	300,000	7	M. & S.		1886					
Comp. B'ds (Buff. & Erie RR.)	2,700,000	7	A. & O.		1898	100				
Buffalo, N. Y. & Erie (Oct. 1, '98).	2,000,000	7	J. & D.	New York	1877	86				
1st Mortgage	380,000	7	M. & N.		1872					
Burl. & Minn. (July 1, '99).	6,000,000	8	F. & A.	New York	1919					
1st M. (gold) conv. skg fund	5,000,000	7	A. & O.	New York	1886	81	85			
Burl. & Missour. R. (Feb. 20, '99).	240,000	7	J. & J.		1870					
1st Mort. (land & railroad)	240,000	7	J. & J.		1870					
Bonds conv. into pref. skg (1st s.)	1,200,000	8	J. & J.		1878					
Bonds conv. into pref. skg (2d s.)	1,200,000	8	J. & J.		1878					
Bonds conv. into pref. skg (3d s.)	1,000,000	8			1879					
Income Bonds										
California Pacific (Jan. 1, '99).	2,250,000	7	J. & J.	New York	1889					
1st Mort. (gold)										
Camden & Amboy (Jan. 1, '99).	228,200	6	A. & O.	New York	1870	100				
Dollar Loan for \$500,000	475,000	6	A. & O.		1875	87	90			
Dollar Loan for \$1,000,000	867,000	6	F. & A.		1889	94	95			
Dollar Loan for \$2,500,000	1,622,250	6	J. & D.		1889	85	86			
Consol. Mort. Loan for \$5,000,000	1,622,250	6	A. & O.	London.	1890					
Sterling Loan, 1887-90	1,846,000	6	M. & S.		1894					
Sterling Loan (new) 2,000,000										
Camden & Atlantic (Jan. 1, '99).	490,000	7	J. & J.	Philadel.	1873					
1st Mortgage	500,000	7	A. & O.		1880					
Camden & Burlington (Jan. 1, '99).	806,000	6	F. & A.	Philadel.	68-97	85				
1st Mort. (for \$500,000)										
Catalpa (Nov. 1, '98).	236,500	7	F. & A.	Philadel.	1882		95			
1st Mortgage										
Cedar Falls & Minn. (Jan. 1, '99).	294,000	7	A. & O.	New York	1885					
1st Mort. (C. F. to Waverly 14 m.)	1,407,000	7	J. & J.		1887					
1st Mort. (W. to Minn. Line 67 m.)										
Cedar Rap. & Missour. R. (Jan. 1, '99).	5,886,000	7	A. & O.	New York	1916					
1st Mort. (land grant)	1,900,000	6	M. & N.	New York	1895					
Cent. Br. of U. Pacific (Jan. 1, '99).	796,000	7	M. & S.	Savannah.	1875					
1st Mortgage										
Central of New Jersey (Jan. 1, '99).	900,000	7	F. & A.	New York	1870	96				
2d Mortgage	600,000	7	M. & N.		1875					
Mortgage (new)	1,500,000	7	F. & A.		1890	96				
Central Ohio (Jan. 1, '99).	2,500,000	6	M. & S.	Baltimore.	1890	75				
1st Mortgage										
Cent. Pacific of Calif. (Jan. 1, '99).	25,517,000	6	J. & J.	New York	95-99	92 1/2	93			
1st Mort. (gold)	1,500,000	7	J. & J.		1885					
Subord. Lien Calif. St. aid (g'd)	1,500,000	7	J. & J.		1884					
Conv. B'ds (conv. into U. S. B'ds)	25,517,000	6	J. & J.		95-99					
24 Mort. (U. S. loan)										
Charles & Savannah (Jan. 1, '99).	505,000	6	M. & S.	Charlestown	1877					
1st Mort. (guar. by S. Carolina)										
Chesapeake & Del. (Jan. 1, '99).	884,000	7		New York	92-90					
1st Mortgage										
Chesapeake & Ohio (Oct. 1, '98).	100,000	6	J. & J.	New York	1880					
1st Mort. (Va. C. & O. RR.) guar. by St.	1,500,000	6	J. & J.		1872					
2d Mort. (Va. Central RR.)	983,000	7	J. & J.		1885					
Income Mort. (Va. Cent. RR.)	300,000	8	J. & J.	New York	1876					
State Loan (Va. Central RR.)	210,000	7	J. & J.		90-94					
1st M. (Ch. & O. RR.) for \$10,000,000										
Cheshire (Dec. 1, '98).	771,800	6	J. & J.	Boston.	70-80	89				
Company Bonds of '70, '75 & '80.										

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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For a full explanation of this Table see "Railroad Monitor" on a preceding page.	Rate.	When paid.	Where paid.	Rate.	When paid.	Where paid.	Bid.	Asked.	For a full explanation of this Table see "Railroad Monitor" on a preceding page.	Rate.	When paid.	Where paid.	Rate.	When paid.	Where paid.	Bid.	Asked.	
Railroads:																		
Delaware & Susquehanna (Jan. 1, '69):	800,000	7	J. & J.	New York	1888	92	...	...	Lackawanna & Bloomsburg (Nov. 1, '68):	900,000	7	J. & J.	New York	1875	...	...	...	...
Construct. Bonds (1st division)	800,000	7	J. & J.	"	1888	...	...	...	1st Mortgage	500,000	7	A. & O.	Philadel.	1889	...	...	...	...
Construct. Bonds (2d division)	800,000	7	M. & N.	"	1888	...	...	...	2d Mortgage	400,000	7	M. & N.	"	1885	...	...	...	...
Sinking Fund Bonds, conv.	900,000	7	M. & N.	"	1888	...	...	...	3d Mortgage (extension)	400,000	7	M. & N.	"	1880	...	...	...	...
Delaware & Southeast (Jan. 1, '69):	450,000	7	J. & J.	New York	1895	...	...	...	Income	200,000	10	J. & J.	"	1871	...	...	...	...
1st Mortgage	100,000	7	J. & J.	"	1895	...	...	...	Lake Erie & Louisville (July 1, '69):	500,000	7	J. & J.	New York	1898	...	...	...	...
1st Mortgage, preferred	100,000	7	J. & J.	"	1895	...	...	...	1st Mortgage	...	7	J. & J.	"	1898	...	...	...	...
Delaware & Columbia (Jan. 1, '69):	1,500,000	7	J. & J.	New York	1908	...	...	...	Lake Erie & Susquehanna (July 1, '69):	500,000	7	J. & J.	New York	1898	...	...	...	...
1st Mortgage	...	7	J. & J.	"	1908	...	...	...	1st Mortgage	...	7	J. & J.	"	1898	...	...	...	...
Eastern (Dec. 1, '68):	275,000	5	Q. & J.	Boston	1874	...	...	...	Lake Shore (July 1, '68):	500,000	7	J. & J.	New York	1874	...	...	...	...
Mass. State Loan, 1st lien	420,000	5	J. & J.	London	1874	...	...	...	1st Mort. (C. P. & A. RR)	1,000,000	7	J. & J.	"	1880	90	...	...	...
Sterling, convertible	730,200	6	F. & A.	Boston	1874	91	...	...	2d Mort. (C. P. & A. RR)	1,000,000	7	J. & J.	"	1880	...	...	...	...
Dollar, convertible	214,000	6	J. & J.	"	1876	...	...	...	1st Mort. (C. & Tol. RR)	1,000,000	7	J. & J.	"	1888	96	97	...	...
East Railroad Bonds	500,000	6	M. & S.	"	1888	...	...	...	2d Mort. (C. & Tol. RR)	1,000,000	7	A. & O.	"	1888	...	...	...	...
East Pennsylvania (Nov. 1, '68):	806,900	7	M. & S.	Philadel.	1888	78	80	...	Dividend Bonds	1,500,000	7	J. & J.	"	1888	88	...	...	...
1st Mortgage, sinking fund	...	7	M. & S.	"	1888	...	...	...	Lake Erie & Susquehanna (July 1, '69):	...	7	J. & J.	New York	1896	...	...	...	...
East Tenn. & Georgia (July 1, '69):	1,467,271	6	J. & J.	New York	1889	...	...	...	1st Mort. (gold) for \$4,500,000	...	7	J. & J.	"	1896	...	...	...	...
Tennessee State Loans	640,000	6	J. & J.	"	1889	...	...	...	Lawrence (Nov. 1, '68):	860,000	7	"	Pittsburg	1886	75 1/2	80	...	...
Mortgage (old)	136,400	6	J. & J.	"	1876	...	...	...	1st Mortgage	...	7	"	"	1886	...	...	...	...
Mortgage (new)	...	6	J. & J.	"	1876	...	...	...	Lehigh & Lackawanna (Nov. 1, '68):	300,000	7	F. & A.	Philadel.	1897	...	...	...	...
East Tenn. & Virginia (July 1, '68):	2,199,000	6	J. & J.	New York	1889	...	...	...	1st Mortgage, tax free	...	7	F. & A.	"	1897	...	...	...	...
Tennessee State Loans	178,000	6	J. & J.	"	1889	...	...	...	Lehigh Valley (Nov. 1, '68):	1,262,000	6	M. & N.	Philadel.	1878	...	...	94	95
Tenn. State Endorsed Bonds	1,000,000	6	J. & J.	Philadel.	1889	89	...	...	1st Mort. (exchange for new)	1,917,000	6	J. & D.	"	1898	88 1/2	88 1/2	...	...
St. & W. Virgin. (Jan. 1, '69) 1st m	570,000	5	A. & O.	"	2862	58	...	...	1st Mort. (Hastings RR)	149,500	6	"	"	1898	...	...	...	...
5 per cent Bonds	...	5	A. & O.	"	2862	...	...	...	Little Miami (Dec. 1, '68):	...	6	M. & N.	New York	1883	82	88	...	...
Erie Railway (Oct. 1, '68):	8,000,000	7	M. & N.	New York	1877	97	100	...	1st Mortgage	1,489,000	6	M. & N.	New York	1883	82	88	...	...
1st Mortgage	4,000,000	7	M. & S.	"	1877	92 1/2	...	...	Little Schuylkill (Nov. 1, '68):	807,500	7	A. & O.	Philadel.	1877	97	100	...	...
2d Mortgage, convertible	6,000,000	7	M. & S.	"	1888	85	...	...	1st Mortgage, sinking fund	...	7	A. & O.	"	1877	...	...	...	...
3d Mortgage	4,441,000	7	A. & O.	"	1889	79 1/2	...	...	Long Island (Oct. 1, '68):	800,000	6	J. & J.	New York	1875	96	...	...	...
4th Mortgage, convertible	926,500	7	J. & D.	"	1888	77 1/2	...	...	1st Mortgage	...	6	F. & A.	New York	1878	...	...	...	...
Buffalo Branch Bonds	4,844,444	6	M. & S.	London	1875	...	...	...	1st Mort. (H. Point extension)	178,000	6	M. & N.	"	1890	...	...	...	...
Sterling convertible, \$280,000	...	6	M. & S.	"	1875	...	...	...	1st Mort. (Glen Cove Branch)	150,000	6	M. & N.	"	1898	...	...	...	...
Erie & Pittsburgh (Feb. 1, '69):	900,000	7	J. & J.	Philadel.	1882	75	76	...	Louis. C. & Lexing. (July 1, '68):	2,116,000	7	J. & J.	New York	1897	85	...	...	...
1st Mortgage	...	7	J. & J.	"	1882	...	...	...	1st Mortgage, guaranteed	...	7	J. & J.	"	1897	...	...	...	...
2d Mortgage	1,281,000	7	A. & O.	"	1889	58	58	...	Louisville & Frankfort (July 1, '69):	88,000	6	J. & J.	New York	70-78	81	85	...	...
Consolidated Mortgage	290,000	7	J. & J.	"	1889	...	...	...	1st Mortgage	100,000	6	J. & J.	"	1881	79	80	...	...
European & N. Amer. (Jan. 1, '69):	1,000,000	6	J. & J.	London	1886	...	...	...	Louisville & Nashville (Sept. 1, '69):	1,421,000	7	J. & J.	New York	96-97	92	94	...	...
1st M. gold (Banc. to Winn. 45 m)	...	6	J. & J.	"	1889	...	...	...	1st Mortgage	...	6	A. & O.	"	1886	76-77	76	77	...
1st M. gold (Winn. to N. B. line 65 m)	...	6	J. & J.	"	1889	...	...	...	Louisville & Nashville (main line)	549,000	6	M. & N.	"	1886	...	...	...	...
Bonds & Amalgamated (Oct. 1, '69):	841,000	7	J. & J.	New York	1889	...	...	...	Louisville Loan (Leb. Br.)	225,000	6	M. & N.	"	1886	...	...	...	...
1st Mortgage of 1882 (Ev. & C.)	722,000	7	J. & J.	"	1889	...	...	...	1st Mort. (Memphis Br.)	267,000	7	M. & N.	Louisville	70-75	...	...	...	...
1st Mortgage of 1884 (Ev. & C.)	150,000	7	F. & A.	"	1881	...	...	...	1st Mort. (Bardonia Br.)	27,500	7	M. & N.	"	1886	...	...	...	...
1st Mort. (Rockville extension)	...	7	F. & A.	"	1881	...	...	...	1st Mort. (Bardonia Br. Ext.)	88,000	7	M. & N.	"	1886	...	...	...	...
1st Mort. (Marquette, Jan. 1, '69):	1,520,500	7	J. & J.	New York	1881	90	95	...	Louisville Loan (Leb. Br. Ext.)	388,000	7	A. & O.	"	1886	74	75	...	...
1st Mortgage	...	7	J. & J.	"	1881	...	...	...	Consol. 1st Mort. for \$8,000,000	315,000	7	A. & O.	New York	1889	87 1/2	...	...
P. & W. Jack & Saginaw (May 1, '69):	800,000	8	J. & J.	New York	1889	...	...	...	Maine & Brunswick (Jan. 1, '69):	140,000	7	J. & J.	New York	1881	...	...	...	...
1st Mort. guar. by State of Cal.	570,500	8	J. & J.	"	70-75	...	...	...	1st Mort. guar. by State of Cal.	...	7	J. & J.	"	1881	...	...	...	...
Georgia Bonds (April 1, '69):	502,000	7	J. & J.	"	...	...	...	...	Maine Central (June 1, '69):	1,085,800	6	F. & A.	Boston	90-91	...	...	...	...
New Bonds	...	7	J. & J.	"	...	...	...	...	1st Mort. (Maine RR)	621,000	6	F. & A.	"	1886	...	...	...	...
Grand Rapids & Indiana (Jan. 1, '69):	477,000	7	J. & J.	New York	1886	...	...	...	2d Mort. (P. & E. RR)	82,000	6	F. & A.	Bangor	1870	...	...	...	...
1st Mortgage	...	7	J. & J.	"	1886	...	...	...	400,000 Loan (Maine Central)	307,700	6	J. & D.	Boston	71-72	...	...	...	...
Grand River Valley (May 1, '69):	...	8	J. & J.	New York	1886	...	...	...	Marietta & Cincinnati (Jan. 1, '69):	2,449,500	7	F. & A.	Baltimore	1891	86 1/2	87 1/2	...	...
1st Mort. (guar. for \$1,000,000)	...	8	J. & J.	"	1886	...	...	...	1st Mortgage	1,200,000	7	F. & A.	London	1891	...	...	...	...
Greenfield & Columbia (Oct. 1, '69):	1,000,000	7	J. & J.	New York	1886	...	...	...	1st Mortgage, sinking fund	2,500,000	7	M. & N.	Baltimore	1896	65 1/2	66 1/2	...	...
1st Mortgage	787,500	7	J. & J.	Charlesta	81-86	...	...	...	2d Mortgage	500,000	7	M. & N.	"	1896	...	...	...	...
Bonds guar. by State of Cal.	...	7	J. & J.	"	81-86	...	...	...	1st Mort. (Seloto & Hock RR)	...	7	M. & N.	"	1896	...	...	...	...
Harb. & Lancaster (Nov. 1, '68):	700,000	6	J. & J.	Philadel.	1883	80	81	...	Memphis & Charleston (July 1, '69):	1,238,000	7	M. & N.	New York	1880	...	...	...	...
1st Mortgage, guaranteed	...	6	J. & J.	"	1883	...	...	...	1st Mortgage, convertible	1,000,000	7	J. & J.	"	1885	...	...	...	...
Harford & N. Haven (Dec. 1, '68):	927,000	6	J. & J.	New York	1873	...	...	...	2d Mortgage	1,817,387	7	J. & J.	"	1880	...	...	...	...
1st Mortgage	...	6	J. & J.	"	1873	...	...	...	Tenn. State Loan	...	8	M. & N.	New York	1880	...	...	...	...
Hartford & St. Joseph (Jan. 1, '69):	1,900,000	7	A. & O.	New York	1881	104	105	...	Memphis & Little Rock (Jan. 1, '69):	1,900,000	8	M. & N.	New York	1880	...	...	...	...
Land Grant Mortgage	860,000	7	J. & J.	"	1883	107	112	...	1st Mort. (gold & real land)	900,000	7	"	"	1897	...	...	...	...
Convertible	1,000,000	10	J. & J.	"	1872	...	...	...	Arkansas State Loan	...	8	M. & S.	New York	1869	...	...	...	...
Eight per cent loan	500,000	10	"	"	1869	...	...	...	Michigan Central (June 1, '69):	812,000	8	M. & S.	"	1889	...	...	...	...
Ten per cent loan	1,200,000	10	"	"	1													

SOUTHERN SECURITIES.

Quotations by J. M. Welth & Arents, 9 New Street.

State Securities.		Bid	Ask	Savannah, Albany & Gulf 7s bonds, end. by Savannah.		Bid	Ask
Alabama 8s.	81	83		Pensacola & Georgia 1st m 7s	75	77	
" 5s.	80	82		" " 2d m 7s.	124		
Georgia 6s, old.	80	82		" " pref st'k			
" 6s, new.	85	87		At'lanta & West Point stock			
" 7s, old.	85	87		MISSISSIPPI AND LOUISIANA.			
" 7s, new.	91			Mississippi Cent. 1st mfg. 7s	71	73	
Louisiana 6s, ex-coupons.	65	66		" " 2d	82	84	
" new bonds.	60	62		" " stock	12	15	
" 6s, Levee.	59	61		" & Tenn. 1st m. 7s	70	72	
" 6s, Levee.	59	61		" " 2d	48	55	
North Carolina, ex-coup b'ds	47	47		South, Mississippi 1st m. 7s.	46	50	
" new.	38	38		" " 2d			
South Carolina 6s, o. d.	69	70		N. Orleans & Jackson 1sts.	79	89	
" 6s, new.	65	66		" " cert. 8s.	70	71	
" registe'd s'ck	61	65		" " stock.	5	6	
Tennessee ex-coupons.	60	60		N. Or. Jack'n & Opel. 1sts.	60	62	
" new bonds.	32	32		" " 2ds, 8s.			
" 5s.	43	49		NORTH CAROLINA.			
Virginia ex-coupon bonds.	50	51		Wilmington & Weldon 7s g'	89	90	
" new.	54	54		" Manchester 1 pfd 7s	75		
" registered stock.	44	49		" " 2d	63		
" 1886	50	51		" " 2d	124		
" 1887	47	49		" " Char'l. & Rutherford.	74	76	
City Securities.				North Carolina 8s	85	90	
Alexandria 6s	80	81		" " stock.	224		
Atlanta, Ga. 8s, bonds.	80	87		SOUTH CAROLINA.			
Augusta, Ga., 7s, bonds.	80	83		Charlotte & S. Carolina 7s	80		
Charleston, S. C., 6s, stock.	50	52		Greenville and Columbia 6s.	60	62	
Columbia, S. C., 6s.	60	65		Spartanburg and Union 7s.	49	48	
Columbus, S. C., bonds.	72	75		guard'd by State S. C.			
Fredericksburg 6s	69	71		Charleston and Savannah 6s.	55	57	
Lynchburg 6s.	69	71		guaranteed by State S. C.	72	75	
Macon 6s, bonds.	60	62		South Carolina Railroad 6s.	76	79	
Memphis 6s bonds, o. d.	50	51		" " 7s.	76	79	
" 6s, new.	46	47		" " st'ck	59	62	
Memphis 6s, end. by Memp.	60	62		North Eastern 1st mfg. 6s.	82		
Memphis 6s, end. by Memp.	58	60		" " 2d	72	75	
Memphis past due coupons.	70	75		" " end. by State	79	82	
" scrip.	68	70		Columbia and Augusta 1st m.	79	82	
Mobile, Ala., 5s, bonds.	55	57		tennessee.			
" 8s.	76	78		East Tenn. & Georgia 6s.	59	61	
Nashville 6s	45	50		" Virginia 6s, end.	60	62	
New Orleans 6s bonds.	67	69		guar. by State Tenn.	60	62	
" 10s	95			Memp. & Charleston 1st 7s	83	85	
Norfolk 6s	60	62		" " 2nd 7s	40	41	
Petersburg 6s.	65	70		" " stock.	40	41	
Richmond 6s.	68	70		Memphis and Ohio 10s.	31	35	
Savannah 7s, bonds.	84	85		" 6s.	15	20	
Wilmington, N. C., 6s.	73	75		Memphis & L. Rock 1st 8s.	60	64	
Railroad Securities.			<td>endorsed</td> <td></td> <td></td> <td></td>	endorsed			
ALABAMA.				VIRGINIA.			
Montgomery & West P. 1st. 8s.	84	86		Orange & Alex., 1sts 6s.	75	76	
" " end	89	90		" " 2ds 6s.	71	74	
Montgomery and Eualla 1st				" " 2ds 8s.	82	84	
8s, gold bonds, endorsed by				" " 4ths 8s.	70	72	
State of Alabama.	95	99		Orange & Alex. & Man. 1sts	72	74	
Mobile and Ohio, sterling	65	66		Va. & Tenn 1sts 6s.	66	68	
" 8s, int.	57	57		" " 2ds 6s.	72	74	
" " 2mfg. 8s	30	35		" " 3ds 6s.	61	65	
" " 8s income.	25	30		" " 4th, 8s.	70	73	
" " stock.	14	17		Virginia Central 1sts, 6s.	80	82	
Mobile & Montz. R.R. 1st m.	77	82		" " 2nds, 6s.	74	77	
Mobile & Great North. 1st m.	75	78		" " 3ds, 6s.	72	75	
Selma and Meridian 1st m. 8s	58	58		" " 4th, 8s.	83	85	
Alabama & Tenn. 1st m. 7s.				" " fund. int. 8s.	69	70	
Sel., Rome & Dalt. 1st m. 7s.				Rich. & Danv. 1st cons'd 6s.	70	72	
GEORGIA.			<td>" " Piedmont bra'h</td> <td>70</td> <td>72</td> <td></td>	" " Piedmont bra'h	70	72	
Georgia R.R. 1st mfg.	94	96		" " 1st 8s.	79	82	
" stock.	100	103		Southside, 1st mfg. 8s.	80	82	
Central R.R. 1st mfg. 7s.	94	96		" " 2d m. guard'd 6s.	60	67	
" stock.	115	118		" " 3d m. 6s.	25	30	
Southwestern R.R. 1st mfg.	94	91		" " 4th m. 8s.	25	30	
" stock.	94	96		Norfolk & Petersburg 1 m 8s	80	82	
Macon and Southwestern s'k	115	120		" " 7s	78	82	
Macon & Augusta bonds	75	77		Richm. & Petersb. 1st m 7s	82	85	
" end bonds	87	90		" " 2d m. 6s.	95		
" " stock	25	30		" " 3d m. 8s.	95		
" & Brunswick end b. 7s	75	76		" " conv. 7s	77		
Macon & Brunswick stock				" " 6s	70	75	
Muscogee bonds.	90	95		Richmond & York R 1st 8s.			
" " endorsed.				" " ad			
" " stocks.							
Atlantic Gulf 7s bonds.	76	77					
" " stocks.	84	86					

PETROLEUM STOCK LIST.

COMPANIES.	Bid.	Askd	COMPANIES.	Bid.	Askd
Bennett's.	10	35	N. Y. & Alleghany, par.	5	1 00
Biven Oil.	40		Montana.	1 05	1 00
Blood Farm.	10		Pit Hole Creek.	25	
Brevort.	1 60	1 90	Rathbone Oil Tract.	20	
Buchanan Farm.	10	48	Ryand Farm.	10	30 35
Central.	100	75	Sherman & Barnsdale.		
Clinton Oil.	10		United Pet'lm F'ms.	2	19
Home.	7	5	United States.	10	75
National.	5	1 00	Union.		

GOLD AND SILVER MINING STOCK LIST.

COMPANIES.	Bid.	Askd	COMPANIES.	Bid.	Askd
Black Hawk.	2	2 00	Manhattan Silver.	100	
Benton.	5	4	New York.	5	
Bullion Consolidated.	1	1 50	New York & Eldorado.	10	
Combination Silver.	1	1 50	Owhee.	30	30 00
Consolidated Gregory.	100	1 35	Powley's G. & S. of Cal.	5	
Corydon.	25	1 40	Quartz Hill.	25	1 15
Grass Valley.	21	25	Rocky Mountain.	8	10
Gunnell Gold.	10		Smith & Parmelee.	20	1 75
Ham. Cons. & S. S. Co.			Symonds Forks.	40	60
Hamon G. & S. Co.			Twin River Silver.	200	
Kipp & Baell.	2		Vanderburg.		
LaCrosse.	8				

INSURANCE STOCK LIST.

Marked thus (*) are participating, & (†) write Marine Risks.	Jan. 1, 1899.		DIVIDENDS.			
	Capital.	Netas'te	Periods.	'98	'96	'98 Last paid.
Adriatic.....	25	\$200,000	225,369	Jan. and July.	..	June '94. 5
Aetna.....	50	300,000	487,452	Jan. and July.	5	July '99. 8
American*.....	50	300,000	712,548	Jan. and July.	14	July '99. 7
American Exch'e.....	100	200,000	289,063	Jan. and July.	7	July '99. 5
Arctic.....	50	250,000	310,566	Jan. and July.	..	July '99. 5
Astor.....	25	250,000	430,652	Feb. and Aug.	..	Aug. '99. 7
Atlantic (Br'klyn).....	50	300,000	495,379	March and Sep.	10	Aug. '99. 6
Baltic.....	25	200,000	210,241	May and Nov.	..	Sep. '99. 5
Beekman.....	25	200,000	277,754	Feb. and Aug.	..	Aug. '99. 8
Bowery (N. Y.).....	25	300,000	515,106	June and Dec.	10	June '99. 5
Broadway.....	25	200,000	333,666	Feb. and Aug.	12	Aug. '99. 4
Brooklyn.....	17	153,000	336,135	Jan. and July.	20	July '99. 9
Citizens'.....	20	300,000	633,354	Jan. and July.	20	Aug. '99. 7
City.....	70	210,000	427,977	Quarterly.	12	July '99. 10
Clinton.....	25	250,000	437,918	Jan. and July.	10	July '99. 7
Columbia.....	100	300,000	456,331	do	10	July '99. 5
Commerce (N.Y.).....	100	200,000	250,732	do	10	July '99. 5
Commerce (Alb'y).....	100	400,000	641,464	Feb. and Aug.	10	Aug. '99. 4
Commercial.....	50	200,000	302,767	Jan. and July.	10	July '99. 5
Commonwealth.....	100	250,000	415,978	Jan. and July.	10	July '99. 5
Continental*.....	100	500,000	2,066,854	Jan. and July.	14	July '99. 8
Corn Exchange.....	50	400,000	426,073	March and Sep.	..	Feb. '99. 5
Eagle.....	40	300,000	532,877	April and Oct.	10	Oct. '99. 10
Empire City.....	100	200,000	256,145	Jan. and July.	14	July '99. 5
Excelsior.....	50	200,000	347,685	do	10	July '99. 5
Exchange.....	30	150,000	186,478	Feb. and Aug.	..	July '99. 5
Firemen's.....	17	204,000	394,449	Jan. and July.	10	July '99. 5
Firemen's Fund.....	10	150,000	201,832	do	8	Jan. '99. 5
Firemen's Trust.....	10	150,000	206,289	do	5	July '99. 5
Fulton.....	25	200,000	303,247	do	10	July '99. 5
Gallatin.....	50	150,000	147,066	May and Nov.	..	May '99. 5
Gebhard.....	100	200,000	259,659	Feb. and Aug.	10	Aug. '99. 5
Germania.....	50	500,000	955,475	Jan. and July.	10	July '99. 5
Globe.....	50	200,000	232,419	Jan. and July.	10	July '99. 5
Greenwich.....	25	200,000	353,732	Feb. and Aug.	10	Aug. '99. 10
Grocers'.....	50	200,000	224,746	Mar and Sept.	..	Sep. '99. 5
Guardian.....	—	200,000	235,360	Jan. and July.	7	July '99. 5
Hamilton.....	15	150,000	242,293	do	8	July '99. 5
Hanover.....	50	400,000	650,632	do	10	July '99. 5
Hoffman.....	50	200,000	207,140	do	5	Jan. '99. 5
Home.....	100	3,000,000	3,966,282	do	10	July '99. 5
Hope.....	25	150,000	225,779	do	5	Jan. '99. 5
Howard.....	50	500,000	733,988	do	13	July '99. 5
Humboldt.....	100	200,000	266,099	do	10	July '99. 5
Import & Traders.....	25	200,000	265,377	do	5	July '99. 5
International.....	100	500,000	1,177,492	Feb. and Aug.	7	July '99. 5
Irving.....	25	200,000	330,424	Jan. and July.	10	July '99. 5
Jefferson.....	30	200,010	339,240	March and Sep.	10	Sep. '99. 5
King's Co'ty (B'klyn).....	20	150,000	238,875	Jan. and July.	10	July '99. 5
Knickbocker.....	40	250,000	332,862	do	10	July '99. 5
Lafayette (B'klyn).....	50	150,000	188,719	do	10	July '99. 5
Lamar.....	100	200,000	532,490	do	10	July '99. 5
Lenox.....	25	150,000	230,117	do	10	July '99. 5
Long Island (B'klyn).....	50	200,000	341,384	do	16	July '99. 1
Lorillard*.....	25	1,000,000	1,550,395	do	10	July '99. 5
Manhattan.....	100	500,000	1,202,104	do	15	July '99. 5
Market*.....	100	200,000	560,536	do	8	July '99. 5
Mechan' & Trade*.....	25	200,000	405,055	do	10	July '99. 5
Mechanics (B'klyn).....	50	500,000	1,068,000	do	10	July '99. 5
Mercantile.....	100	200,000	262,893	do	8	July '99. 5
Merchants*.....	50	200,000	429,161	do	20	July '99. 10
Metropolitan*.....	100	300,000	429,367	do	10	July '99. 4
Montauk (B'klyn).....	50	150,000	218,610	do	10	July '99. 5
Nassau (B'klyn).....	50	150,000	328,845	do	15	July '99. 10
National.....	7 1/2	200,000	254,094	do	14	July '99. 6
New Amsterdam.....	35	300,000	402,892	do	8	July '99. 5
N. Y. Equitable.....	35	210,000	379,545	Jan. and July.	10	July '99. 5
N. Y. Fire and Marine.....	50	200,000	385,478	Feb. and Aug.	10	Aug. '99. 8
Niagara.....	50	1,000,000	1,711,936	Jan. and July.	11	July '99. 5
North American*.....	50	500,000	773,843	do	10	July '99. 5
North River.....	25	350,000	436,717	April and Oct.	8	Oct. '99. 5
Pacific.....	25	200,000	397,973	Jan. and July.	12	July '99. 8
Park.....	100	200,000	281,215	do	10	July '99. 5
Peter Cooper.....	20	150,000	251,364	Feb. and Aug.	10	Aug. '99. 8
People's.....	26	150,000	215,964	Jan. and July.	8	July '99. 5
Phoenix & Br'klyn.....	50	1,000,000	1,581,477	do	8	July '99. 5
Relief.....	50	200,000	300,965	do	10	July '99. 5
Republic*.....	100	1,000,000	1,466,661	do	7	July '99. 5
Resolute*.....	100	200,000	261,772	do	7	July '99. 5
Rutgers.....	25	200,000	315,978	Feb. and Aug.	10	Aug. '99. 8
St. Nicholas*.....	25	150,000	210,799	Jan. and July.	5	Aug. '99. 5
Security*.....	5	1,000,000	1,845,405	Feb. and Aug.	24	Aug. '99. 8
Standard.....	50	200,000	360,328	Jan. and July.	10	July '99. 5
Star.....	100	300,000	303,588	do	10	July '99. 5
Sterling*.....	100	200,000	255,368	Feb. and Aug.	5	Aug. '99. 8
Stuyvesant.....	25	200,000	303,270	Feb. and Aug.	10	Aug. '99. 8
Tadousac.....	25	150,000	188,719	Jan. and July.	10	July '99. 5
United States.....	26	350,000	414,023	do	10	July '99. 5
Washington.....	50	400,000	764,629	Feb. and Aug.	10	Aug. '99. 8
Williamsburg City.....	50	250,000	535,074	Jan. and July.	7	July '99. 5
Yonkers & N. Y.....	100	500,000	832,951	do	10	July '99. 5

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, November 12.

Without any especial cause, except that it is believed that the period of depression has terminated, and that prices are on a safe basis, there is a considerable revival of business, and an improved tone in commercial circles, which promises to be followed with more satisfactory results to trade than have been experienced for some months past.

Cotton and breadstuffs, after some decline, close firm and active. Groceries are steady, with a slightly improving aspect at the close. Tobacco is firm but quiet.

Hides have shown an upward tendency in gold prices, with sales exceeding the receipts, and effecting a large reduction in stocks on hand. Skins and leather also doing better.

Petroleum shows some reaction from the highest point reached in the speculative movement which we noted last week, but has been active for export at the concession.

Naval stores have not been active, and a slight advance in Spirits Turpentine, which was made early in the week, has not been fully supported.

East India goods rule firm at full gold figures, but transactions have been limited, except in Linseed.

An active speculation in hops, which carried the finer sorts up to 30c., has partially subsided, in the past day or two, with a slight reaction in prices. The export of over 5,000 bales last week, with receipts of an average of 8,000 bales per week for three weeks past, are notable events in our hop market.

The market for cured meats opens the season with considerable strength, due to the light stocks, small receipts, and a slight improvement abroad. Hog products have slightly improved, new mess pork selling for January \$28 50, prime steam lard 17c., and Cumberland bacon 14c. New beef also rules very firm. Butter, after considerable depression, closed firm. Cheese, however, remains dull, with prime factories not saleable over 17½c. Whiskey, after wide fluctuations, closes active and unsettled, tending upward. Tallow depressed, but closes more active for export. Fish have further advanced. Fruits are barely steady. Metals are steady and moderately active. Wool dull.

Freights have been dull and rates declined, the closing rates by steam to Liverpool were 8½d. for wheat and 9d. for cotton.

Receipts of Domestic Produce for the Week and since Jan. 1.

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1868, have been as follows:

	This week.	Since Jan. 1.	Same time '68.		This week.	Since Jan. 1.	Same time '68.
Asbes. pkgs.	179	8,189	6,071	Spirits turpen-	884	53,047	57,835
Breadstuffs.				time.....	13,518	489,611	400,470
Flour, bbls.	140,583	8,018,819	1,854,458	Rosin.....	651	70,201	33,231
Wheat, bus.	1,818,711	10,017,534	10,013,027	Tar.....	418	8,284	8,490
Corn.....	470,450	9,849,053	1,849,071	Pitch.....	1,118	94,157	72,221
Oats.....	782,110	6,713,366	8,197,459	Oil cake, pkgs.	53	9,755	8,101
Rye.....	22,022	292,584	511,677	Oil, lard.....	29,946	746,644	581,902
Barley.....	17,980	502,143	567,900	Oil, petroleum.....	1,109	67,303	32,168
Malting.....	680,397	1,023,322	1,598,077	Provisions.....			
Grass seed.....	20,150	87,109		Butter, pkgs.	17,415	578,901	424,187
Flax seed.....	15,119	32,944	74,455	Cheese.....	35,369	1,440,212	989,446
Beans.....	2,282	55,784	40,137	Meats.....	891	70,693	70,119
Peas.....	6,786	80,813	539,010	Cutmeats.....	5,163	183,246	201,471
C. meal, bbls.	1,174	80,271	115,003	Eggs.....	467	71,738	103,494
" " bags	1,700	191,509	234,215	Pork.....	2,547	55,854	97,074
Buckwheat.....	1,409	14,929	10,128	Beef, pkgs.	1,047	58,068	72,424
R.W. flour, pkgs.	21,650	835,650	537,794	Lard, pkgs.	187	75,785	12,919
Cotton, bales.	431	12,555	15,619	Lard, kegs.	612	16,494	10,753
Copper, bbls.	300	25,228	8,430	Rice, pkgs.	3,812	250,426	166,763
plates.....	1,863	21,139	81,976	Starch.....	277	8,016	10,122
Dr. fruit, pkgs.	54	8,549	716	Stearine.....	225	1,285	1,283
Grease, pkgs.	7,929	845,140	462,462	Sugar, hds and	440	13,707	21,711
Hemp, bales.	8,361	91,580	43,258	bbls.....	1,562	102,208	77,234
Hides.....No.	45,122	2,480,473	1,831,000	Tallow, pkgs.	187	75,785	46,166
Raw, bales.				Tobacco, pkgs.	5,332	149,141	86,348
Leather, bales.				Whiskey, bbls.	2,831	54,001	109,990
Lead.....pigs.				Wool, bales.....		54,591	14,319
Molasses hds				Dressed hogs No.		24,072	145
Cr. turpen-				Reed, rough busa			
tine, bbls.	184	13,428	9,983				

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1869. The export of each article to the several ports for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given.

ARTICLES.	Great Britain.	Ger.	Holland.	Other N. Europe.	Spain.	Other N. Europe.	China & Japan.	Br. N. A.	Colombia.	Cuba.	Hayti.	Indies.	Mex.	New Granada.	Vene. zuela.	British Guiana.	Other S. Amer. n.	Alloth. Ports.	Total since Same time Jan. 1, 1869.
Breadstuffs—Four.....bbls.	571,748	2,003	6,348	2,003	2,000	13,930	210,432	500	158,405	10,947	53,885	292,168	5,164	9,041	18,206	47,308	88,882	11,719	1,242,461
Cornmeal.....bbls.	15,706	130,876	63,006	130,876								86,225	35	35	35	35	35	35	131,173
Wheat.....bush.	15,706	130,876	63,006	130,876								86,225	35	35	35	35	35	35	131,173
Rye.....bush.	17,000	31,214	70	31,214								86,225	35	35	35	35	35	35	131,173
Oats.....bush.	17,000	31,214	70	31,214								86,225	35	35	35	35	35	35	131,173
Peas.....bush.	17,000	31,214	70	31,214								86,225	35	35	35	35	35	35	131,173
Candles.....	14,308	18,893	2,435	18,893								86,225	35	35	35	35	35	35	131,173
Coal.....	7,799	13,443	103	13,443								86,225	35	35	35	35	35	35	131,173
Cotton.....	193,512	34,871	58	34,871								86,225	35	35	35	35	35	35	131,173
Domestics.....	1,819	107	592	1,819								86,225	35	35	35	35	35	35	131,173
Hugs.....	63,283	2,563	4,116	2,563								86,225	35	35	35	35	35	35	131,173
Naval stores—Sp. Turp. bbls.	12,467	1,743	60,589	110,059								86,225	35	35	35	35	35	35	131,173
Rosin.....bbls.	29,549	26,347										86,225	35	35	35	35	35	35	131,173
Tar.....bbls.	704,741	4,470,210	3,575,895	140,912	597,478	3,963	1,906,062	47,594	2,065	943,857	15,980	426,539	211,603	61,357	71,714	30,750	639,317	43,459	84,992
Oil cake.....	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.	100 lbs.
Whale oil.....	326	754	2,900	754								86,225	35	35	35	35	35	35	131,173
Sperm oil.....	570,350	14,085	80	14,085								86,225	35	35	35	35	35	35	131,173
Lard.....	18,167	125	80	18,167								86,225	35	35	35	35	35	35	131,173
Provisions—												86,225	35	35	35	35	35	35	131,173
Beef.....bbls.	39,982	799	1,016	7,631								86,225	35	35	35	35	35	35	131,173
Bacon.....	394,631	267	1,495	7,142								86,225	35	35	35	35	35	35	131,173
Butter.....	889	289	16,595	25,004								86,225	35	35	35	35	35	35	131,173
Cheese.....	471,210	4,413	143,675	16,737								86,225	35	35	35	35	35	35	131,173
Lard.....	100 lbs.	100 lbs.	100 lbs.	100 lbs.								86,225	35	35	35	35	35	35	131,173
Rice.....	193,857	9,667	6,465	43,920								86,225	35	35	35	35	35	35	131,173
Tallow.....	15,817	6,793	3,170	10,557								86,225	35	35	35	35	35	35	131,173
Tobacco.....	15,817	6,793	3,170	10,557								86,225	35	35	35	35	35	35	131,173
Tobacco leaf.....	15,817	6,793	3,170	10,557								86,225	35	35	35	35	35	35	131,173
Tobacco, manufactured.....	2,400,853	20,850	56,921	86,954								86,225	35	35	35	35	35	35	131,173
Whalebone.....	80,919	104,443										86,225	35	35	35	35	35	35	131,173

Imports of Leading Articles.

The following table, compiled from Custom House returns, show the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1869, and for the corresponding period in 1868:

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1869.	Same time 1868.		For the week.	Since Jan. 1, 1869.	Same time 1868.
China, Glass and Earthenware.....	194	11,295	9,940	Metals, &c.—			
China.....	1,609	52,347	45,287	Cutlery.....	98	8,891	8,148
Earthenware.....	25,810	433,129	327,709	Hardware.....	103	4,557	4,994
Glass.....	655	16,181	22,091	Iron, R.R. bars.....	7,367	841,384	642,736
Glass plate.....	86	8,000	6,180	Lead, pigs.....	9,941	472,597	367,581
Buttons.....	79	5,206	5,314	Spelter, lbs.....	471,421	101,807	5,273,807
Coal, tons.....	5,217	116,383	117,648	Steel.....	3,709	145,486	229,192
Cocoa, bags.....	71	7,664	15,198	Tin, boxes.....	20,278	1,054,898	770,380
Coffee, bags.....	15,732	918,863	985,884	Tin slabs, lbs.....	67,640	5,442,340	5,901,719
Cotton bales.....		2,246	1,042	Rags.....	2,229	91,314	46,123
Drugs, &c.—				Sugar, hds, tea & bbls.....	3,675	533,339	379,194
Bark, Peruvian.....	383	18,690	10,750	Sugars, boxes & bags.....	5,215	754,281	508,900
Blea powders.....	339	25,118	26,048	Tea.....	10,110	814,580	718,124
Brimstone, tons.....	551	19,343	6,064	Tobacco.....	4,409	89,502	59,284
Cheese.....	71	5,874	4,988	Waste, undressed.....	8	2,975	1,198
Cream Tartar.....	30	1,684	1,382	Wines, &c.—			
Gambier.....	33,515	17,519	17,519	Champagne, bks.....	2,338	104,029	74,887
Gums, crude.....		608	509	Wines.....	2,439	166,347	90,088
Gum, Arabic.....	105	2,368	3,050		724	45,336	24,092
Indigo.....	36	5,839	4,120	Articles reported by value—			
Madder.....	200	9,222	11,007	Cigars.....	\$24,908	\$725,776	\$345,467
Oils, essence.....	1	248	597	Corks.....	1,294	129,328	185,803
Oil, Olive.....	101	44,433	39,774	Fancy goods.....	50,618	1,842,290	1,234,813
Opium.....	15	765	950	Fish.....	18,269	640,710	433,398
Soda, bi-carb.....	490	76,518	111,890	Fruits, &c.—			
Soda, sal.....	1,170	81,599	31,806	Lemons.....	13,044	469,544	895,105
Soda, ash.....	970	84,701	84,400	Oranges.....	681	697,708	534,188
Flax.....	69	1,784	1,597	Nuts.....	7,960	595,681	596,368
Furs.....	74	5,405	5,265	Raisins.....	7,002	710,022	1,148,047
Gunny cloth.....	250	5,570	11,129	Hide, undressed.....	142,164	8,737,096	9,917,816
Hemp, bales.....		101,163	130,153	Rice.....		241,966	801,158
Hides, &c.—				Spices, &c.—			
Bristles.....	87	1,415	1,346	Cassia.....		179,678	114,124
Hides, dressed.....	192	15,102	7,514	Ginger.....	8,270	47,455	83,328
India rubber.....	878	33,838	26,204	Pepper.....	168	224,012	104,927
Ivory.....		2,592	1,350	Saltpetre.....		176,738	15,540
Jewelry, &c.—				Woods.....	1,868	164,386	183,603
Jewelry.....	57	2,171	2,068	Cork.....	4,016	70,387	115,415
Watches.....	35	1,003	973	Fustic.....	25,425	528,761	211,458
Linseed.....	19,740	537,189	472,982	Logwood.....		84,746	92,629
Molasses.....	1,400	156,381	174,479	Mahogany.....			

COTTON.

FRIDAY, P. M., November 12, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Nov. 12. From the figures thus obtained it appears that the total receipts for the seven days have reached 94,108 bales, (against 95,269 bales last week, 80,048 bales the previous week, and 82,305 bales three weeks since), making the aggregate since Sept. 1, 1869, up to this date, 624,798 bales, against 474,649 bales for the same period in 1868, being an increase this season over last season of 150,149 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

Received this week at—	Receipts—	Received this week at—	Receipts—
1869.	1868.	1869.	1868.
New Orleans..... bales.	31,711	30,987	1,158
Mobile.....	10,475	6,674	2,169
Charleston.....	9,243	5,760	6,639
Savannah.....	20,199	18,107	9,968
Texas.....	8,943	5,194	
Tennessee, &c.....	3,772	3,951	
		Total receipts.....	94,108
		Increase this year.....	73,121
			20,987

The exports for the week ending this evening reach a total of 52,766 bales, of which 40,353 bales were to Great Britain and 12,413 bales to the Continent, while the stocks at all the ports as made up this evening, are now 253,253 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending	Exported to—		Total		Stock—	
Nov. 12.	G't Britain.	Continent.	this week.	Same week.	1868.	1869.
New Orleans	10,395	7,578	17,973	20,568	110,170	83,591
Mobile	3,118	1,973	5,090	8,855	30,568	21,637
Charleston	6,061		6,061		17,173	7,941
Savannah	11,870	1,082	12,952	2,413	38,197	27,973
Texas	1,118		1,148		22,424	17,840
New York	3,211	1,781	9,992	13,899	21,009	32,112
Other ports	150		150	549	13,742	10,600
Total	40,353	12,413	52,766	46,376	253,253	201,094

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 6,490 bales, while the stocks to-night are 52,159 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from September 1, to November 5. We do not include our telegrams to-night, as we cannot ensure the accuracy or obtain the detail necessary by telegraph.

Receipts and Exports of Cotton (bales) since Sept. 1 and Stocks at Dates Mentioned.

PORTS.	RECEIPTS		EXPORTED SINCE SEPT. 1 TO—				Ship ments to Nov. Porta.	Stock
	SINCE SEPT. 1.		Great Britain	France	Other Foreign	Total.		
	1869.	1868.						
New Orleans.....	175,502	178,445	81,126	38,587	12,598	76,911	21,728	20,541
Mobile.....	60,910	46,846	15,787	1,839	448	17,544	6,438	27,489
Charleston.....	66,189	55,613	6,094	.....	260	6,354	40,090	20,821
Savannah.....	123,940	70,871	16,553	6,227	.....	22,780	63,161	70,567
Texas.....	28,901	31,021	943	.....	.....	943	7,989	17,367
New York.....	6,860	6,550	61,212	4,160	11,656	77,928	20,000	20,000
Florida.....	2,421	2,949	.....	.....	.....	.....	.....	.....
North Carolina.....	16,622	9,967	.....	.....	.....	.....	18,822	.....
Virginia.....	48,708	27,454	.....	.....	.....	45,871	8,307	8,307
Other ports.....	5,966	4,887	795	.....	8,557	4,583	.....	5,000
Total this year.....	\$532,505	.....	182,809	45,583	35,544	266,296	200,222	224,114
Total last year.....	.....	409,095	78,558	39,179	18,624	136,361	161,506	181,506

The market the past week has been an almost continually declining one. Early in the week the large receipts at the ports, the uncertainty surrounding the gold premium, and the unfavorable Liverpool advices had a depressing influence on prices, while receivers, unwilling to accumulate stocks, were free sellers. This condition of the market continued until Thursday morning, each day the quotations yielding from $\frac{1}{2}$ @c; but on Thursday morning, and also again this morning, there appeared to be a considerable falling off in the receipts at the ports, which served not only to steady the market a little, but to arrest the decline, and the close tonight is steady at 25c. for middling uplands, the same as Wednesday. Spinners appear to be buying very sparingly, and only to supply immediate wants. They are held back not only by the uncertainties of the cotton market, but also by the general incertitude pervading all commercial and financial circles. For forward delivery there has been a large business at correspondingly lower rates. Sales of this description reach for the week 12,108 bales (all low middling, or on the basis of low middling, except as hereafter stated), of which 1,358 bales were for November, 600 at 25c., 158 at 24 $\frac{1}{2}$ c., 300 at 24 $\frac{1}{4}$ c., 100 at 24 $\frac{1}{2}$ c., 100 before November 15, on private terms; 3,750 bales for December, 1,600 at 24c., 450 at 24 $\frac{1}{2}$ c., 200 at 24 $\frac{1}{4}$ c., 100 at 24 $\frac{1}{2}$ c., 200 at 24c., 50 at 24 $\frac{1}{2}$ c., 200 at 24 $\frac{1}{4}$ c., 150 at 25c., 800 on private terms; 3,500 bales for January, 350 at 24c., 1,600 at 24 $\frac{1}{2}$ c., 200 at 24 $\frac{1}{4}$ c., 400 at 24 $\frac{1}{2}$ c., 300 at 24 $\frac{1}{4}$ c., 300 at 24 $\frac{1}{2}$ c., 200 at 25c., 100 at 25 $\frac{1}{2}$ c., 100 on private terms; 1,000 bales for February, 100 at 24 $\frac{1}{2}$ c., 250 at 24 $\frac{1}{4}$ c., 450 at 25c., 100 at 25 $\frac{1}{2}$ c., 100 at 25 $\frac{1}{4}$ c. (middling); 750 bales for March, 150 at 24 $\frac{1}{2}$ c., 300 at 25c., 300 at 25 $\frac{1}{2}$ c.; 300 December and January, half each month, at 24c.; 1,450 bales free on board at Charleston; 750 for November at 24 $\frac{1}{2}$ c., 200 November or December at 23 $\frac{1}{2}$ c. (middling), 300 for November at 23 $\frac{1}{2}$ c., 200 time not made public at 23 $\frac{1}{2}$ c. The total sales for immediate delivery this week foot up 18,924 bales (including 4,811 bales to arrive), of which 5,242 bales were taken by spinners, 1,177 bales on speculation, 12,505 bales for export, and the following are the closing quotations:

	Upland & Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....	23 $\frac{1}{2}$ @.....	23 $\frac{1}{2}$ @.....	23 $\frac{1}{2}$ @.....	24 @.....
Good Ordinary.....	24 @.....	24 @.....	24 @.....	24 $\frac{1}{2}$ @.....
Low Middling.....	24 $\frac{1}{2}$ @.....	24 $\frac{1}{2}$ @.....	24 $\frac{1}{2}$ @.....	25 @.....
Middling.....	25 @.....	25 @.....	25 @.....	25 $\frac{1}{2}$ @.....

Below we give the total sales of cotton and price of middling at this market each day of the past week:

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas.
Saturday.....	2,339	25 $\frac{1}{2}$ @.....	25 @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....
Monday.....	3,392	25 $\frac{1}{2}$ @.....	25 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....
Tuesday.....	2,476	25 $\frac{1}{2}$ @.....	25 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....
Wednesday.....	4,945	25 @.....	25 @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....
Thursday.....	2,515	25 @.....	25 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....
Friday.....	2,457	25 @.....	25 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....	26 $\frac{1}{2}$ @.....

THE CROP AND RECEIPTS.—The receipts are smaller to-night than anticipated, the arrivals at the Gulf ports having fallen off materially towards the close of the week. This is probably due to the condition of the rivers, which are said to be low again, as there has been no return of wet weather. This freedom from storm, however, has been highly favorable for picking operations, so that the ingathering of the crop has progressed rapidly. In some sections the year's yield is now almost entirely secured, but in others we are told that the fields are yet white with the open bolls, and that weeks must pass before the work of picking is completed. We do mean that the remark we made in our last with regard to the increased weight of the lint this year, should apply to the entire South. Our information was particularly from portions of Mississippi, Eastern Alabama, Southwestern Georgia and a few other localities. That it may prove true in many other places is not unlikely, but we do not possess the evidence of it at present.

INDIA COTTON.—Our mail advices from India continue quite unfavorable this week, though we believe private cable reports indicate some improvement over previous weeks. This is a very critical period with the Eastern crop. We are, however, inclined to believe that even if there should be three or four hundred thousand bales increase in their crop this year, Europe will get no more of it if prices continue to fall. As we stated last week, the extreme high rates of the last two years have cut out of the China demand

from that quarter; but we think it would be found to set in again very quickly and quite extensively with a fall in prices. Hence, with the present decline, we are rapidly nearing the point where any increase in the India crop which can be anticipated this year would have very little influence on the market.

TABLE OF WEEKLY RECEIPTS.—On the 30th of October Messrs. Easton & Co., in their Circular of that day, made a statement explaining how their weekly table of receipts was made up, for the purpose of showing that their totals, although smaller than other authorities, were correct. In this explanation they stated that the Florida, North Carolina and Virginia receipts were only counted by them as they reached New York, Boston, Baltimore and Philadelphia. Last Saturday we replied, stating that in this admission there was reason enough why their receipts were always too small, since a considerable portion of the arrivals at the ports of Florida, North Carolina and Virginia never reached those ports, some going to foreign and some to other domestic ports. The same day Messrs. Easton & Co. quoted in their circular a portion of these remarks, and, while not attempting in the least to defend their plan of making up receipts, pointed out certain particulars in which they thought our figures were too large.

First they say with regard to the Florida cotton, that "if our friends will look at the Savannah Price Current of October 29 they will see that the receipts of that week were 18,425, and that this total included 277 bales from Florida, which were not deducted." The CHRONICLE gave the Savannah receipts for that week as 18,450; therefore they did count the Florida cotton at Savannah and New York." In reply we would say what we supposed was universally known to the trade, that our Savannah receipts are for the week ending Friday night, while the Savannah Price Current's figures are for the week closing Thursday night. The gross Savannah receipts for the week ending Friday night, October 29, were 18,791 bales, (as made up from the daily papers) and after deducting the Florida cotton and some other small lots, left the net receipts at 18,450 bales, as we gave them. So it will be seen that we did not count the Savannah Florida cotton twice, but that the Messrs. Easton failed to count it at all.

Again, with regard to our figures for Virginia, the same circular says: "We were certain that the cotton from Petersburg was always included in the Norfolk total. But to make assurance doubly sure, we telegraphed this morning to the Associated Press agent at Norfolk, Mr. Holloway, asking him about it. His answer is before us, 'Receipts from Petersburg are always included in the Norfolk report.' The Messrs. Easton therefore concluded that we have counted the Petersburg cotton twice. Here we are sorry to be compelled to say they are wrong again, and if they had studied carefully the words of Mr. Holloway's telegram they would have avoided error. Of course all cotton received at Norfolk from Petersburg is counted at Norfolk; but the balance of the Petersburg cotton, which never goes to Norfolk (being more than five-sixths of the Petersburg receipts) is not counted at Norfolk. Hence in our figures it will be found that we never add the full receipts at Petersburg; &c., to the Norfolk statement to make up the Virginia cotton, but first deduct all of the week's shipments from Petersburg, &c., to Norfolk. The receipts for the week in question at Petersburg alone were 1,500 bales. After making the proper deductions we added to the Norfolk figures only 1,263 bales. It is clear, therefore, that we have counted no part of the Petersburg cotton twice.

But we must go one step further. We think we have shown that our manner of making up the receipts is the right and only method, if one desires to include all the arrivals of the week, and that the other plan is necessarily defective. Let us now try these respective modes by results. The Messrs. Easton's weekly figures since September 1 up to last Saturday (September 6) reach an aggregate of 518,755 bales. The total receipts at the ports up to the same date, according to the Shipping List of Wednesday (an authority our friends delight to follow) were (after bringing down the New Orleans, Mobile and Texas figures to that date) 529,557 bales, and this does not pretend to include anything by rail to Boston, Baltimore and Philadelphia, which movement the Messrs. Easton & Co. claim is embraced in their total. Adding, therefore, these figures (3,708 bales) we have as the correct total, up to November 6, of receipts at the ports 533,265 bales; showing that our friends have lost in the nine and one-half weeks since September 1 (most of it during the last five weeks) 18,520 bales. Does it look, after this exhibit, as if our figures were too large, or as if Messrs. Easton & Co.'s are too small?

We must beg the forbearance of our readers for taking up so much space with this discussion; and yet it is of the highest importance to the commercial interests, not only of this country but of the world, that these tables of weekly receipts should be neither exaggerated nor belittled. Hence, if our figures are wrong, we have only one desire, and that is to get them right; but if they are right we do not enjoy having them called wrong.

Since the foregoing was written we have received the following letter, which simply confirms what we have stated above:

NORFOLK, November 10, 1869.

WM. B. DANA, Esq.

Dear Sir: Yours of the 8th is at hand. Mr. Easton's inquiry was whether I included in Norfolk's receipts, receipts from Petersburg. I replied yes. But I do not include the receipts at Petersburg. Receipts from Petersburg thus far have been very light, and I have included them in Norfolk's net receipts. Hereafter I shall not include receipts from Petersburg in my net receipts.

Very truly, yours,

WILLIAM F. HOLLOWAY,
Agent Associated Press.

The exports of cotton this week from New York show an increase from last week, the total reaching 15,501 bales, against 11,017 bales last week. Below we give our table showing the exports of cotton from

New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1869; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1869

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	Oct. 19.	Oct. 26.	Nov. 2.	Nov. 9.		
Liverpool.....	7,876	10,971	8,792	13,745	61,086	81,143
Other British Ports.....	.....	.....	40	11	156	35
Total to Gt. Britain.	7,876	10,971	8,832	13,756	61,212	81,165
Havre.....	890	.....	744	.....	4,437	4,336
Other French ports.....	3	.....	.....	.....	3	.....
Total French.	893	.....	744	.....	4,460	4,336
Bremen and Hanover.....	1,031	1,393	1,083	1,375	6,019	2,979
Hamburg.....	2,113	738	859	470	4,741	4,018
Other ports.....	.....	.....	.....	.....	.....	.....
Total to N. Europe.	3,144	2,129	1,941	1,745	11,656	6,992
Spain, Oporto and Gibraltar &c.....	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	338
Total Spain, etc......	.....	.....	.....	.....	.....	.....
Grand Total	11,433	13,100	11,017	15,501	77,283	42,821

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1869:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	1,417	17,653	2,369	5,458	.....	945	.....	30
Texas.....	1,362	8,470	.....	.....	.....	.....	.....	.....
Savannah.....	2,398	49,506	.....	860	444	8,956	365	5,808
Mobile.....	625	8,390	.....	.....	.....	.....	.....	.....
Florida.....	735	1,788	.....	.....	.....	.....	.....	.....
South Carolina.....	4,756	37,388	.....	215	865	2,560	628	8,573
North Carolina.....	1,339	11,809	.....	7	.....	147	369	1,117
Virginia.....	4,742	36,531	1,152	5,609	.....	.....	1,746	9,787
North'n Ports.....	696	1,636	1,106	11,348	.....	.....	.....	84
Tennessee, &c.....	2,117	8,498	1,008	2,568	299	954	815	2,069
Foreign.....	.....	.....	.....	.....	.....	.....	.....	6
Total this year	31,572	166,551	5,635	25,565	1,108	7,862	2,247	22,459
Total last year	34,518	141,646	6,500	23,723	495	6,156	2,732	14,900

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 38,917 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—		Total bales.
NEW YORK—To Liverpool, per steamers City of Baltimore 512.....	Scotia	469
469 Nevada, 1,351.....	Palmyra, 1,597.....	Virginia, 2,171.....
City of Dublin, 4,018.....	City of Paris, 763.....	per ships Chancellor, 1,225.....
Trimoun'ain, 335.....	Artist, 72.....	Neptune, 379.....
To Glasgow, per steamer India, 11.....		11
To Bremen, per steamer Rhein, 1,275.....		1,275
To Hamburg, per steamer Cimbric, 470.....		470
NEW ORLEANS—To Liverpool, per ship Alicia, 3,959.....		3,959
To Havre, per ship T. Harward, 3,760.....		3,760
To Bremen, per steamer Bremen, 2,046.....		2,046
MOBILE—To Liverpool, per ship Exponder, 3,133.....		3,133
SAVANNAH—To Liverpool, per ship Mont Blanc, 1,964 Uplands.....		per ship Alexandria, 29 Uplands (additional).....
		1,993
To Havre, per bark Exchange, 1,065 Uplands.....	per bark Star, 1,707 Uplands.....	5,198
To Barcelona, per brig Merced, 376 Uplands.....		376
GALVESTON—To Liverpool, per bark Skirmir, 843.....		843
BALTIMORE—To Bremen, per steamer Berlin, 2,078.....		2,078

Total exports of cotton from the United States this week ... bales, 38,917

The particulars of these shipments, arranged in our usual form, are as follows:

	Liv. r. pool.	Glas. gow.	Havre.	Bre. men.	Hamb. burg.	Barce. lona.	Total.
New York.....	13,745	11	.....	1,975	470	.....	15,501
New Orleans.....	3,959	.....	3,760	2,046	.....	.....	9,795
Mobile.....	3,133	.....	.....	.....	.....	.....	3,133
Savannah.....	1,993	.....	5,198	.....	.....	376	7,567
Galveston.....	843	.....	.....	.....	.....	.....	843
Baltimore.....	.....	.....	2,078	.....	.....	.....	2,078
Total	23,708	11	8,988	5,899	470	376	38,917

CORRECTION.—In last week's "shipping news" it was stated that the bark M. W. Norwood cleared for Havre. It should have been Brig, not Bark. It was also stated that the J. S. Norwood cleared for Havana; it should have been Havre.

GOLD, EXCHANGE, AND FREIGHTS.—Gold has fluctuated the past week between 126½ and 127½, and the close to-night was 126½. Foreign Exchange closed rather weak with limited transactions. Late transactions were effected on basis of 108½ to 109 for London bankers long, 109½ to 109½ for short and 109½ to 108½ for commercial. Freight closed at ½d by steam and 8-16d by sail to Liverpool, 1½ to 1½c by steam and ½c by sail to Havre, ½d by steam to Hamburg and 1½c by steam and ½c by sail to Bremen.

BY TELEGRAPH FROM LIVERPOOL.—LIVERPOOL, November 12—4:30 P. M. Cotton.—The market opened quiet, and after ruling dull during the middle of the day, closed this evening steady. Sales have reached 12,000 bales, of which 1,500 were taken for export and 10,500 for speculation. The sales of the week have been 50,000 bales, of which 7,000 were taken for export and 43,000 on speculation. The receipts of the week have been 36,000 bales, of which 13,000 are American. The stock in port is estimated at 435,000 bales, of which 31,000 are American. The stock at dock is estimated at 284,000 bales, of which 78,000 are American.

For the convenience of our readers we give the following, showing the sales and stocks at and afloat for Liverpool each of the last four weeks:

	Nov. 12.	Nov. 5.	Oct. 29.	Oct. 22.
Total sales.....	50,000	108,000	67,000	92,000
Sales for export.....	7,000	20,000	9,000	17,000
Sales on speculation.....	4,000	31,000	8,000	31,000
Total stock.....	438,000	398,000	458,000	410,000
Stock of American.....	31,000	31,000	29,000	33,000
Total afloat.....	284,000	341,000	323,000	312,000
American afloat.....	78,000	68,000	49,000	33,000

TOBACCO.

FRIDAY, P. M., November 12, 1869.

There is a decrease in the exports of crude tobacco this week, the total from all the ports reaching 742 hhds., 515 cases, 1,685 bales, and 27 hhds stems, against 1,732 hhds, 277 cases, and 2,728 bales for the previous seven days. Of these exports for this week 533 hhds., 455 cases 1,185 bales and 18 pkgs. were from New York; 200 hhds. and 499 bales from Baltimore; 9 hhds 59 cases and 1 bale from Boston. The direction of the shipments of hhds. was as follows: To Bremen, 235; to Hamburg, 72; to Gibraltar 156; to Liverpool, 206; to Bristol 30; to London 22, and the balance to different ports. During the same period the exports of manufactured tobacco reached 51,744 lbs., of which 40,098 lbs. were to Adelaide. The full particulars of the shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Tcs.	Stems.	Pkgs.	Man'd lbs.
New York.....	533	455	1,185	.....	.....	18	51,744
Baltimore.....	200	.....	499	.....	.....	27	.....
Boston.....	9	59	1	.....	.....	60	.....
Philadelphia.....	.....	.....	.....	.....	.....	.....	.....
New Orleans.....	.....	.....	.....	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	1	.....	.....	.....	.....	.....	.....
Total.....	742	515	1,685	.....	.....	27	51,744
Total last week.....	1,732	277	2,728	.....	.....	66	207,231
Total previous week.....	2,542	537	1,553	250	519	154	81,759

Below we give our usual table showing the total export of Tobacco from all the ports of the United States, and their direction, since November 1, 1869:

Exports of Tobacco from the United States since November 1, 1869.

To	Hhds.	Cases.	Bales.	Cer's & tcs.	Stems.	Pkgs.	Man'd lbs.
Great Britain.....	253	.....	131	.....	.....	.....	6,890
Germany.....	807	20	1,493	.....	.....	.....	.....
Belgium.....	.....	.....	.....	.....	.....	.....	.....
Holland.....	.....	.....	.....	.....	.....	.....	.....
Denmark.....	.....	.....	.....	.....	.....	.....	.....
Italy.....	.....	.....	.....	.....	.....	.....	.....
France.....	.....	.....	.....	.....	.....	.....	.....
Spain, Gibralt. &c.....	156	313	60	.....	.....	.....	.....
Mediterranean.....	.....	.....	.....	.....	.....	.....	.....
Austria.....	.....	.....	.....	.....	.....	.....	.....
Africa, &c.....	.....	.....	.....	.....	.....	.....	.....
China, India, &c.....	.....	.....	.....	.....	.....	.....	.....
Australia, &c.....	.....	.....	.....	.....	.....	.....	40,098
B. N. Am. Prov.....	9	59	1	.....	.....	60	.....
South America.....	10	123	.....	.....	.....	18	.....
West Indies.....	2	.....	.....	.....	.....	.....	4,956
East Indies.....	.....	.....	.....	.....	.....	.....	.....
Mexico.....	.....	.....	.....	.....	.....	.....	.....
Honolulu, &c.....	.....	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	.....	.....
Total since Nov 1.....	742	515	1,685	.....	.....	27	51,744

The following table indicates the ports from which the above exports have been shipped:

From	Hhds.	Cases.	Bales.	Tcs. & cer's.	Stems.	Pkgs.	Man'd lbs.
New York.....	533	455	1,185	.....	.....	18	51,744
Baltimore.....	200	.....	499	.....	.....	27	.....
Boston.....	9	59	1	.....	.....	60	.....
Philadelphia.....	.....	.....	.....	.....	.....	.....	.....
New Orleans.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	1	.....	.....	.....	.....	.....	.....
Virginia.....	.....	.....	.....	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....	.....
Total since Nov 1.....	742	515	1,685	.....	.....	27	51,744

The receipts of tobacco at New York this week, and since Nov. 1 have been as follows:

RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1869.

From	This week hhd. pkgs.	Previously hhd. pkgs.	Total hhd. pkgs.
Virginia.....	25	918	943
Baltimore.....	.....	59	59
New Orleans.....	.....	23	23
Ohio, &c.....	815	120	935
Other.....	.....	3	3
Total.....	840	1,041	1,881

The market continues quiet, but in view of adverse crop accounts, rules very firm.

Kentucky leaf has been in but limited request, mainly for the home trade. At the prices asked by leading holders, with current rates of freight and exchange, shippers can do nothing of any consequence, while holders, having confidence in the future, refuse to make concessions. The sales for the week are about 600 hhds, nearly all to the home trade, prices ranging from 8½ to 15c, but mostly of the lower qualities at 8½ to 10c.

Seed leaf also remains quiet, parties in the trade being

apart in their views. The sale embrace 125 cases western fillers at 8½ to 9c; and 200 cases Connecticut, including good wrappers at 42½c.

Spanish tobacco has been in good demand, both for export and home use. Sales 228 bales Havana at 32 to 38c. gold, in bond; 150 bales do at 95 to 105c. currency, duty paid; 40 bales Remedios on private terms.

Manufactured tobacco is quiet.

The following are the exports of tobacco from New York for the past week:

EXPORTS OF TOBACCO FROM NEW YORK.*

	Hhds.	Cases.	Bales.	Pkgs.	Man'd lbs.
Liverpool.....	206	.....	131	.....	.....
London.....	12	.....	.....	.....	.....
Bristol.....	30	.....	.....	.....	6,890
Hamburg.....	72	.....	244	.....	.....
Bremen.....	45	30	750	.....	.....
Gibraltar.....	156	313	60	.....	.....
Adelaide.....	2	.....	.....	.....	40,098
Danish West Indies.....	.....	.....	.....	.....	1,250
British West Indies.....	.....	.....	.....	.....	3,000
British Guiana.....	7	.....	.....	.....	.....
New Granada.....	.....	123	.....	.....	.....
Argentine Republic.....	3	.....	.....	18	.....
Total.....	533	455	1,185	18	51,744

The direction of the foreign exports for the two week, from the other ports, has been as follows:

From Baltimore—To Bremen 190 hhds, 27 do stems and 499 bales.... To London 10 hhds.
From Boston—To St. Pierre. Miq. 35 cases, 1 bale and 60 boxes.... To Halifax and Charlottetown 9 hhds To the Provinces 9 cases and 30 half do.
From San Francisco—To Mexican ports 1 case.

* The exports in this table to European ports are made up from manifests, verified and corrected by an inspection of the cargo.

BREADSTUFFS.

FRIDAY, November 12, 1869, P. M.

The market for Breadstuffs the past week has been variable, but the close is very firm, with a slight upward tendency in prices. The receipts through the Erie Canal are now nearly over for the season, and the stocks quite depreciated.

Flour has arrived freely, and though met by a better export demand, especially for the lower grades, the pressure to sell from the wharf has caused a steady decline in prices until yesterday, when some speculation developed itself, and large lines of shipping extras, Western and State, were sold in the range of \$5 25 to \$5 75. There is since a slight recovery from the lower figure and the market closed firm though less active. Southern Flour gave way last Monday fully 25c per bbl., and the decline was followed with a liberal business for the West Indies and South America, which pretty well cleared the market, and the close is firmer. Rye Flour unchanged. Corn Meal declined 25c per bbl., without leading to important business.

Wheat has arrived very freely and as freely sent to store; so that in the face of dull accounts from Liverpool, prices have been supported, and within the past day or two a general advance of 2 to 3c per bushel has taken place. The offerings have been but a small proportion of the receipts, but notwithstanding the rapid increase of the stock in store, it is now foreseen that at the close of navigation there will be a considerable deficiency as compared with two previous years. This has given holders considerable confidence, and caused a decline in ocean freights. The market closed firm at \$1 41 for choice Winter and \$1 29 to \$1 30 for No. 2 Spring.

Corn has shown considerable speculative strength, with a moderate demand for consumption. Stocks are small, the prospect of a supply of new corn from the South is very poor and holders generally looking for a material advance. There were large speculative orders on the market to-day for prime Western mixed at \$1 06, but they could not be filled, although the demand was otherwise small. The remarks we have made in relation to corn apply equally as well to oats, which close unsettled. Rye remains quiet. Barley has continued to droop, although very sparingly offered at current prices. The business to-day embraced State at \$1 for two-rowed; \$1 20 for four-rowed, and \$1 28 for Canada West. Barley Malt and Canada Peas are still nominal.

The following are closing quotations:

Flour—	Superfine.....	5 bbl. \$5 00	5 30	Wheat, Spring, per bush.	\$1 07 1/2
	Extra State.....	5 50	5 80	Red Winter.....	1 25
	Extra Western, com-	5 35	5 90	Amberdo.....	1 40
	mon.....	5 35	5 90	White.....	1 45
	Double Extra Western	6 00	6 50	White California.....	1 00
	and St. Louis.....	5 50	6 00	Corn, Western Mix'd, new	1 05
	Southern extra.....	6 25	6 90	Yellow new.....	1 05
	family.....	6 50	7 00	White new.....	1 10
	California.....	6 50	7 25	Rye.....	1 05
	Rye Flour, fine and super	4 75	6 00	Oats.....	60
	fine.....	4 75	6 00	Barley.....	1 00
	Corn Meal.....	4 75	5 50	Malt.....	1 00
				Peas, Canada.....	1 00

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.

	1869.	Since Jan. 1.	1868.	Since Jan. 1.
Flour, bbls.	133,710	2,741,985	93,880	2,342,885
Corn meal, bbls.	2,615	180,363	9,055	299,175
Corn, bush.	1,666,000	19,879,235	780,490	10,336,975
Wheat, bush.	616,275	9,799,390	206,670	17,970,000
Rye, bush.	15,775	250,925	185,620	539,995
Barley, &c., bush.	412,365	1,585,670	73,255	2,061,695
Oats, bush.	601,150	6,991,305	159,490	9,076,940

FOREIGN EXPORTS FROM NEW YORK FOR THE WEEK AND SINCE JAN. 1.

To	Flour, bbls.	C. meal, bbls.	Wheat, bush.	Rye, bush.	Barley, bush.	Oats, bush.	Corn, bush.
Great Brit. week.	22,042	461,675	—	—	—	—	—
Since Jan. 1.	671,748	35,165,709,213	—	—	—	—	17,000,133,762
N. A. Col. week.	13,329	432	—	—	—	—	—
Since Jan. 1.	183,406	26,411	—	—	—	—	41,534
West Ind. week.	8,082	4,160	—	—	—	—	—
Since Jan. 1.	292,394	56,496	225	—	—	—	27,870
Total exp't, week	46,591	4,792	461,675	—	—	—	2,305
Since Jan. 1, 1869.	1,342,753	131,172	16,348,824	139,876	78	47,391	1,645,651
Same time, 1868.	822,686	172,194	4,736,555	152,993	90	61,465	5,624,920
Since Jan. 1 from—							
Boston.	157,180	28,650	—	50	—	61,898	11,204
Philadelphia.	122,999	29,662	718,521	—	—	7,302	77,338
Baltimore.	279,303	33,723	693,409	—	10	3,847	522,821

The following tables, prepared for the CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the grain in sight and the movement of breadstuffs to the latest mail dates:

IN STORE IN NEW YORK AND BROOKLYN WAREHOUSES.

	Nov. 6.	Oct. 30.	Nov. 6.	Nov. 6.
Wheat, bush.	1,616,039	1,386,475	1,381,057	941,129
Corn, bush.	698,085	351,429	2,778,367	1,964,706
Oats, bush.	281,581	279,318	2,072,798	2,346,752
Rye, bush.	31,584	13,745	371,055	361,058
Barley, bush.	31,700	128,248	184,548	184,548
Peas, bush.	5,499	7,457	70,588	21,662
Malt, bush.	66,732	69,445	23,694	52,155
Total grain, bush.	2,731,220	1,632,569	7,266,747	5,712,010

* Including about 130,000 bushels California.

RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING NOV. 6.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.	54,589	656,388	534,250	317,822	130,080	23,066
Milwaukee.	24,352	858,361	8,308	17,654	8,516	4,037
Toledo.	34,507	121,969	39,460	56,894	78,963	2,580
Detroit.	37,393	93,108	2,151	12,662	9,243	—
Cleveland.	9,725	30,995	16,690	11,850	48,604	500
Totals.	160,731	1,787,421	611,759	416,834	282,376	30,113
Previous week.	153,739	1,552,587	388,918	469,139	132,126	47,776
Correspond'g week.	68,117,763	898,743	179,097	410,042	77,100	49,760
"	67,134,215	1,160,540	578,869	388,640	42,096	30,654
"	66,146,165	1,148,117	530,816	446,572	176,745	117,385
"	65,118,533	660,312	331,682	190,708	63,551	28,368

COMPARATIVE RECEIPTS at the same ports, from January 1 to Nov. 6.

	1869.	1868.	1867.	1866.
Flour.....bbls.	4,509,162	3,597,784	3,302,765	2,459,973
Wheat.....bush.	39,469,942	28,849,697	25,960,738	29,886,487
Previous week.	28,893,570	28,977,803	28,952,976	3,634,567
Oats.....bush.	12,166,494	17,908,992	18,313,055	11,779,591
Barley.....bush.	1,550,405	2,459,030	2,694,776	1,955,510
Rye.....bush.	1,302,499	1,574,779	1,590,158	2,106,948
Total.....	83,372,850	79,337,700	73,411,708	77,313,693

EASTWARD MOVEMENT from Chicago, Milwaukee, Toledo and Cleveland, including rail shipments from the former three places for week ending Nov. 6, 1869:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Nov. 6	130,512	1,364,628	602,901	548,043	17,909	36,190
Previous week.	129,555	1,374,971	529,569	369,903	27,622	19,641
Cor. week, 1869.	108,896	988,120	461,535	698,706	106,903	24,431
" 1867.	56,185	882,553	339,367	470,576	124,881	7,716
" 1866.	131,940	980,026	458,336	804,134	109,800	64,400
" 1865.	70,906	685,528	494,049	450,919	87,338	28,700

And from August 1st to Nov. 6, inclusive, for four years:

	1869.	1868.	1867.	1866.
Flour.....bbls.	1,467,617	1,869,168	1,789,600	1,599,670
Wheat.....bushels.	30,852,379	19,966,723	20,744,364	13,710,798
Corn.....bush.	12,130,544	9,838,124	10,479,437	13,395,179
Oats.....bush.	6,104,164	11,532,754	9,599,665	3,507,595
Barley.....bush.	1,178,151	2,015,300	2,156,444	1,354,110
Rye.....bush.	707,476	1,368,016	1,036,632	944,781
Total grain, bushels.	40,972,614	44,695,817	44,006,443	32,906,463

COMPARATIVE SHIPMENTS from same ports, including rail, (excepting Cleveland) from opening of navigation to and including Nov. 6, for four years:

	1869.	1868.	1867.	1866.
Flour, bbls.	2,168,667	1,921,957	1,492,184	1,761,809
Wheat, bush.	31,363,504	19,338,535	16,812,634	17,166,326
Corn, bush.	20,077,167	24,370,717	20,510,362	32,468,813
Oats, bush.	7,610,616	12,393,363	8,754,307	9,041,378
Barley, bush.	301,277	230,584	1,536,750	990,400
Rye, bush.	377,931	556,684	998,575	1,390,990
Total grain, bush.	69,629,495	58,179,923	48,402,423	60,956,902

GRAIN "IN SIGHT" NOV. 6, 1869.

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York	1,616,039	693,085	281,581	31,584
In store at Buffalo	1,009,277	235,189	83,691	80,640
In store at Chicago	1,381,541	647,716	388,794	230,447
In store at Milwaukee	671,005	—	—	—
Afloat on lakes for Buffalo and Oswego	1,000,000	137,749	65,997	—

Afloat on N. Y. canals for tide water... 1,385,380 505,011 600,450 1,023,319
Rail shipments from Chicago, Milwaukee and Toledo for week..... 79,959 386,512 373,966 17,909

Total in store and in transit Nov. 6.	1,586,772	2,670,212	1,886,479	1,475,199
Oct. 30.	7,797,949	2,437,373	2,320,600	1,459,260
Oct. 23.	7,516,550	3,876,552	2,055,406	1,099,221
Oct. 16.	6,936,669	4,121,749	1,878,743	663,101
Oct. 9.	6,312,051	4,840,346	1,921,113	515,979
Oct. 2.	5,659,455	4,722,328	1,688,584	—
Sept. 25.	4,489,730	4,395,679	1,430,121	—

GROCERIES.

FRIDAY EVENING, November 12, 1869.

There has been a quiet trade in this department since our last report. The variations in the different markets, such as they have been, we notice in connection with them respectively, but there has been no uniform tendency in any direction. Gold has been comparatively steady, but with a gradual decline, closes $\frac{1}{2}$ lower than at this time last week. This may have exercised some unfavorable influence upon business; probably more has been felt from the stringency of the money market, and the high rates of discount demanded for mercantile paper. The idea of an attempted return to specie payment within a short time by Congressional action, which has been brought forward within the week, however intrinsically of importance, has not secured enough serious attention from those interested in the grocery markets to affect the trade.

Raw Sugars have been stronger since the depression of last week, and prices, though without quotable advance, have been more firmly held, with a more active market.

Molasses has shown no change; with light stocks of fine grocery grades, the demand has been mainly for these, and the sales confined to them. The first of the new crop molasses from Louisiana sold here this week at 99c@1 06, which is 21c below the opening price of last year.

Coffee has been steady, Rio meeting with a moderate demand only. East and West Indian scarce and firm.

Teas have been irregular. Greens dull and declining, with a good demand for Oolongs in first or second hands, and considerable firmness in Japans, and higher prices for fine grades.

Imports of the week have been quite limited as to tea and coffee, but more liberal in sugar and molasses. No direct imports of tea have been received, only two cargoes of Rio coffee, and hardly any of other sorts. Of sugar, some 6,000 boxes and 3,400 hogsheads have come in, besides 32,932 bags of Manila, and of Molasses 2,851 hogsheads.

The imports at New York for the week, and at the several ports since January 1, are given below under their respective heads. The totals are as follows:

	At N. York, this Week.	Total at all ports From Jan 1 to date.
Tea.....lbs.	40,667,464	32,350,161
Tea (indirect import).....bags.	509	34,642
Coffee, Rio.....bags.	11,067	1,024,405
Coffee, other.....bags.	392	255,448
Sugar.....boxes.	6,030	562,026
Sugar.....bbls.	3,402	534,661
Sugar.....bags.	32,932	685,990
Molasses.....bbls.	2,851	345,228
Molasses, New Orleans.....bbls.	—	17,643

TEA.

There has been but little done this week in transactions from first hands. The attention of buyers, which has been very limited, has been divided among the different kinds, but the trade has been languid in all. There was a continuance for a while of the buying up of the poorer qualities of Oolong teas, from second hand, by parties who believed the present prices below the cost of laying down the new crop here, but the movement has apparently ceased. The business from second hands has been unimportant. For greens prices are weak and drooping, for Oolongs steady, and for the fine qualities of Japans higher and firm. The sales comprise 2,888 half chests of Greens, 3,309 do. Japans, and 550 do. of Oolongs.

Imports of the week have been limited to 502 packages from Liverpool.

COFFEE.

The market for Rio coffee has been in the main steady, with a fair demand. Good cargoes have been obtainable at $\frac{1}{2}$ lower figures, but quotations are otherwise unchanged with the light stock. Little, if any further, concession is to be looked for from holders. A lot of slightly damaged Santos coffee from the Braziliera was offered at auction, but the prices realized were unsatisfactory, and after the sale of some 500 bags the balance was withdrawn; the coffee was from second hands. A sale of Java of some size was made, comprising 10,000 mats, for consumption in this market. The stocks of East and West India coffees are light, and keep prices firm in the markets for these kinds. Among the sales are 2,015 bags of Rio, 625 do. Maracaibo, 125 do. of Costa Rica, 10,000 mats of Java and 545 bags of Santos.

The imports for the week have been quite limited, including two cargoes of Rio, viz: per "Christian IX." 8,767 bags, and per "Louis L. Squires," 7,810 bags. Of other sorts the imports are only 354 bags of Hayti, and 8 from Aspinwall.

The stock of Rio Nov. 11 and imports since Jan. 1, are as follows:

The exports of dry goods for the past week, and since January 1, 1869, and the total for the same time in 1868 and 1860 are shown in the following table:

Exports to	FROM NEW YORK.		FROM BOSTON.	
	Domestics. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
British West Indies.	1	\$73	...	...
Porto Rico.	2	170	...	...
Argentine Republic.	20	1,195	...	...
Liverpool.	...	...	36	14,756
Hamburg.	...	...	4	7,550
Canada.	...	...	4	1,292
Haiti.	...	...	68	5,307
New Granada.	...	...	10	4,400
Brazil.	...	...	221	32,041
Para.	...	...	...	30
St. Pierre.	...	...	...	32
British Provinces.	...	...	...	21
Total this week.	93	\$1,493	343	\$65,846
Since Jan. 1, 1869.	18,273	1,973,103	4,818	960,011
Same time 1868.	32,325	1,834,314	4,837	1,387,355
" " 1860.	29,176	...	...	31,600

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

BROWN SHEETINGS AND SHIRTINGS continue dull for the most part and prices rule pretty low. Certain brands of medium weight, however, are scarce and considerably sought for. Fine goods are weak, and drives in some brands are easily offered. Agawam F 36 12, Amoskeag A 36 15, Atlantic A 36 15, do H 36 15, do P 36 12, do L 36 14, Appleton A 36 15, Augusta 36 14, do 30 13, Broadway 36 12, Bedford R 30 10, Boot H 27 11, do O 34 12, do S 40 14, do W 45 19, Commonwealth O 27 8, Grafton A 27 9, Graniteville AA 36 15, do EE 36 14, Great Falls M 36 13, do S 38 11, Indian Head 36 15, do 30 13, Indian Orchard A 40 15, do C 36 13, do BB 36 12, do W 34 11, do NN 36 14, Laconia O 39 14, do B 37 14, do E 36 12, Lawrence A 36 12, do C 36 15, do F 36 13, do G 34 12, do H 27 11, do LL 36 12, Lyman C 36 14, do E 36 15, Massachusetts BB 36 13, do J 30 12, Medford 36 14, Nashua fine 36 14, do 36 15, do E 40 18, Newmarket A 12, Pacific extra 36 15, do H 36 15, do L 36 13, Pepperell 7-4, do 36 15, do 36 14, do 36 13, do 36 12, do 36 11, do 36 10, do 36 9, do 36 8, do 36 7, do 36 6, do 36 5, do 36 4, do 36 3, do 36 2, do 36 1, do 36 0, do 36 -1, do 36 -2, do 36 -3, do 36 -4, do 36 -5, do 36 -6, do 36 -7, do 36 -8, do 36 -9, do 36 -10, do 36 -11, 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Railroads.

OFFICE OF THE Pacific Mutual Insurance COMPANY.

HOWARD BUILDING, 176 BROADWAY.
New York, January 18th, 1869.
The following Statement of the affairs of the Company is published in conformity with the requirements of Section 15 of its charter:
Outstanding Premiums January 1, 1869, \$119,049 43
Premiums received from Jan. 1, to Dec. 31, 1868 inclusive, \$24,448 47
Total amount of Marine Premiums, \$643,497 90

THIS COMPANY HAS ISSUED NO POLICIES, EXCEPT ON CARGO, AND FREIGHT FOR THE VOYAGE.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above, \$539,031 44
Paid for Losses and Expenses, less savings, &c., during the same period, 251,484 90
Return Premiums, 46,882 74

The Company has the following assets:
Cash in bank and on hand, \$11,649 81
United States and other stocks, \$23,648 50
Loans on stocks drawing interest, \$38,700 00
Premium notes and bills receivable, \$813,294 31
Subscription notes in advance of premiums, 76,000 00
Re-insurance and other claims due the Company, estimated at, \$4,457 07
Total assets, \$1,163,824 33

Six Per Cent. Interest.
On the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the 23d day of February next.

The whole of the outstanding Certificates of the Company of the issue of 1864, will be redeemed and paid in cash, to the holders thereof, or their legal representatives, on and after Tuesday, the 23d day of February next, from which date interest thereon will cease. The Certificates to be produced at the time of payment and cancelled.
A dividend in Script of FORTY Per Cent is declared on the net amount of Earned Premiums for the year ending December 31st, 1868, for which Certificates will be issued on and after Tuesday, the 23d day of April next.

By order of the Board.

TRUSTEES:
John K. Myers, Alex. M. Earle,
J. A. C. Richards, Oliver K. King,
G. D. H. Gillespie, Wm. T. Blodgett,
C. E. Milnor, C. H. Ludington,
Martin Bates, J. L. Smallwood,
Moses A. Hoppock, Thomas Eakin,
B. W. Bull, H. C. Southwick,
Horace B. Claffin, Wm. Hegaman,
W. M. Richards, James K. Taylor,
Ephraim L. Corning, Adam T. Bruce,
A. S. Barnes, Albert B. Strange,
Robert Starr, A. Augustus Low,
A. Wesson, Dean F. Fenner,
John A. Hadden, Emil Seloman,
William Leconey, Jehiel Read,
John A. Bartow, John R. Waller.

JOHN K. MYERS, President.
WILLIAM LECONY, Vice-President.
THOMAS HALE, Secretary.

Miscellaneous.

REMOVAL.

THEODORE POLHEMUS & CO.,
Cotton Duck,
Have removed from 59 Broad Street, to
Nos. 13 & 15 LISPENARD STREET.

BEEBE & Co.,

HATTERS, AND GENTS' FURNISH-
GOODS,

MANUFACTURERS OF

FINE SHIRTS,

• 160 BROADWAY, NEW YORK.

EXTRA QUALITIES OF

AMERICAN & FOREIGN
BAR IRON,

Including all the usual sizes and shapes of
ULSTER IRON,

In lots to suit purchasers,

EGLESTON BROTHERS & CO.,

Successors to Eggleston, Battell & Co.,

126 SOUTH STREET, NEW YORK.

Dry Goods.

JENKINS, VAILL & PEABODY,

46 LEONARD STREET,

BY GOODS COMMISSION MERCHANTS.

Sole Agents for the sale of

COTTONS AND WOOLLENS,

Of Several Mills.

AMERICAN SILKS.

MANUFACTURED BY

CHENEY BROTHERS.

Machine Twist,

Sewing Silk,

Traces and Organsines,
FINE ORGANSINES FOR SILK MIXTURE, CASSI-
MERES.

Foulards and Florentines,

Pongee Handkerchiefs,

Silk Warp Poplins,

Silk Dress Goods,

Belt Ribbons.

SILKS FOR SPECIAL PURPOSES TO ORDER.

AGENTS:

EDWARD H. ARNOLD & SON,

102 Franklin Street, New York.

CHENEY & MILLIKEN,

4 Otis Street, Boston.

LEONARD BAKER & CO.,

210 Chestnut Street, Philadelphia

CHASE, STEWART & CO.,

10 and 12 German Street, Baltimore.



SHOE THREADS,
LINEN THREADS,
CARPET THREADS,
SEWING MACHINE THREADS,
GILL NETT TWINES, FISH LINES,
TWINES, FLAX, ETC.

BARBOUR BROTHERS,

99 Chambers Street, Corner Church Street, New York
WORKS, PATERSON, NEW JERSEY

THOS. H. BATE & Co.,

MANUFACTURERS OF

DRILLED-EYED NEEDLES,

Fish Hooks and

Fishing Tackle.

NO. 7 WARREN STREET, NEAR BROADWAY,
NEW YORK.

Miscellaneous.

John Dwight & Co.,

MANUFACTURERS OF

SALERATUS,

SUPER CARB. SODA, &C.,

No. 11 Old Slip, New York,

SCOTCH PIG IRON.

All the approved Brands of No. 1

Scotch Pig Iron,

IN YARD, ON DOCK, AND TO ARRIVE.

In lots to suit purchasers. Apply to

HENDERSON BROTHERS,

No. 7 Bowling Green, New York.

GUNNY, BORNEO AND

DOMESTIC BAGGING,

SALE ROPE & IRON TIES,

FOR SALE BY

J. B. Carter & Co.,

144 Water Street.

Dry Goods.

JOHN S. & EBEN WRIGHT & Co.,

92 & 94 Franklin Street, New York,
143 Devonshire Street, Boston.

AGENTS FOR THE

Otis Company, Belknap Mills,
Columbian Mill Company, Grafton Mills,
Warner Cotton Mills, Summer Falls Mills,
Boston Buck Company, Gilmanton Hosiery Mills,
Cordis Mills, Pepper Hosiery Mills,
Thorndike Company, Otis Hosiery Mills,
And Arlington Mills,

Fancy Dress Goods, 3-4 and 6-4 Round Cloth, Imper-
ial Chinese, Alpaca, Reps, Coburgs, &c., &c.

Belknap & Grafton
Shirtings, Flannels, Rob Boys, Cassimeres, Repellants,
Cottonades, Domestic, Boys' Checks, Sulloways,
Shaker Flannels.

Hosiery.
Otis Co., Pepper and Gilmanton Mills' Sulloways,
Shaker Socks, &c., &c.

Blue Denims.

Columbian Heavy, Otis AXA, BB, CC, D, O. E. G

Union, Arlington, Oxford, Mt. Vernon, Beaver Cree

AA, BB, CC, Thorndike, C. Haymaker, Palmer, Bos

ton, Northfield, Pawnee, Farmers' and Mechanics

Brown Denims.

Columbian XXX, Otis BB, Warren A.B.D.X.

Ticks.

Cordis ACE, AAA, BB, Duck A.A.B., Thorndike A.O

Swiss River, Palmer, New England.

Stripes.

Cordis Awning, Thorndike, B.C., Otis CC, Mount Ver

non, Columbus, Eagle.

Warren FF Fine Sheetings.

Brown and Bleached Goods.

Thorndike H. B. & C. Brown and Bleached Sheetings,

Hingham, Farmers' AA and Swiss River Brown Sheet-

ings, 40-in. Rocky Mountain Duck, Bear, Raven's Duck

Theodore Polhemus & Co.

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER-

ING, BAGGING, HAVENS DUCK, SAIL TWINES

&C. "ONYX" SEAMING BAGS,

"AWNING STRIPES."

Also, Agents

United States Bunting Company.

A full supply all Widths and Colors always in stock

13 & 15 LISPENARD STREET.

E. A. BRIMCKERHOFF, THEODORE POLHEMUS,

J. SPENCER TURNER, H. D. POLHEMUS, Specta

C. B. & J. F. Mitchell,

COMMISSION MERCHANTS.

87 & 89 LEONARD STREET, NEW YORK.

MANUFACTURERS AGENTS

For the Sale of

COTTONS AND WOOLLEN.

ADM. MILLS

E. J. SHIPMAN

MILLS & SHIPMAN,

WOOL BROKERS.

NO. 50 BROADWAY, NEW YORK.

We are prepared to make cash advances upon Wool,
on the spot or in transit.

CHRISTY DAVIS,

WOOL BROKER,

No 58 BROADWAY NEW YORK,

Cor of Exchange Place.

Steamship Companies.

PACIFIC MAIL STEAMSHIP COMPANY'S
THROUGH LINE

To CALIFORNIA & CHINA,



Touching at Mexican Ports

AND

CARRYING THE UNITED STATES MAILS.

On the 5th and 21st of Each Month.

Leave FIER 42 NORTH RIVER, foot of Canal street

at 12 o'clock noon, as above (except when those dates

fall on Sunday, and then on the preceding Saturday)

for ASPENWALL, connecting via Panama Railway

with one of the Company's Steamships from Panama

for SAN FRANCISCO, touching at MANZANILLO

Also, connecting at Panama with steamers to

SOUTH PACIFIC AND CENTRAL AMERICAN

PORTS.

One hundred pounds baggage allowed each adult.

Baggage-masters accompany baggage through, and

attend to ladies and children without male protec-

tors. Baggage received on deck the day before

sailing, from steamboats, railroads, and passengers

who prefer to send them down early. An experienced

surgeon on board. Medicine and attendance free.

For passage tickets or further information apply to

the Company's ticket office on the wharf, foot of

Canal street, North River, New York.

F. R. BABY, Agent.

Financial.

OFFICE OF MORTON, BLISS & CO.,
New York, October 1st, 1869.
MR. WALTER W. BURNS RETIRES
this day from our New York and London firms.
MORTON, BLISS & CO.

MR. WALTER WATSON (late Agent for the Bank of British North America, New York), is this day admitted a partner in our firm. New York, October 1st, 1869.

MORTON, BLISS & CO.

BARTHOLOMEW HOUSE BANK,
LONDON, October 1st, 1869.

The Hon. **JOHN ROSE** (late Minister of Finance for the Dominion of Canada) joins our firm this day, which will be continued under the style of MORTON, ROSE & CO.

L. P. MORTON, BURNS & CO.

SOUTTER & Co.,

BANKERS,

No. 33 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.
Interest allowed on Deposits subject to Sight Drafts.
Advances made on approved securities.
Special facilities for negotiating Commercial Paper.
Collects remittances and foreign promissory made.
Foreign and Domestic Loans Negotiated.

WILLIAMS & GUION,

71 Wall Street, New York.

Guion & Co., Alex. S. Petrie & Co.,
Liverpool. London.

Advances made on consignments to our Correspondents, and orders for the purchase of Merchandise, Stocks and Bonds, executed by Cable or Mail.
Travelers' and Commercial Credits issued, available in all parts of Europe, &c.

Knauth, Nachod & Kuhne

BANKERS,

New York, AND Leipzig, Saxony,
BROAD ST. 85 BRUHL.

DRAW IN SUMS TO SUIT

the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.
and Letters of Credit for Travelers,
available in all parts of Europe.

Farmer, Hatch & Co.,

BANKERS & BROKERS,

3 BROADWAY AND 5 & 7 NEW STREET.

Stocks, Bonds and Gold bought and sold exclusively on commission.
Accounts of Banks and Bankers received. Collections made in the United States, British Provinces and Europe.

Bills of Exchange drawn on London, Paris, &c.
J. F. FARMER & CO., C. J. HATCH & CO.,
Cleveland, O. Milwaukee, Wis.

LEVY & BORG,

DEALERS IN

Southern and Miscellaneous Securities
No. 41 PINE STREET, NEW YORK.

In connection with the Manhattan Savings Bank
Memphis, Tenn.

SWAN & PAYSON,

BANKERS AND BROKERS,

50 WALL STREET, NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on commission.

OTH D. SWAN, GEO. P. PAYSON, WM. S. ALEXANDER, JR.
Of the New York Stock Exchange.

BLAKE BROTHERS & Co.,

52 Wall Street, New York.

AND
33 STATE STREET, BOSTON,
EXCHANGE ON LONDON.

And Sterling Credits,

DEALERS IN COMMERCIAL PAPER.

Buy Sell Massachusetts and New York State Stocks.
Government Securities, Stocks Bonds, and Gold,
bought and sold strictly on Commission.

The Tradesmen's

NATIONAL BANK.

221 BROADWAY, NEW YORK.

CAPITAL \$1,000,000
RESERVE \$70,000

RICHARD BERRY, President,
ANTHONY HALSEY, Cashier.

Boston Bankers.

Page, Richardson & Co.,

BANKERS,

70 State Street, Boston.

Bills of Exchange, and Commercial and Travelers' Credits issued on

The City Bank, LONDON.

AND Robert Benson & Co., LONDON.

Munroe & Co. PARIS.

Marcuard, Andre & Co.,

Circular Notes available for Travelers in all parts of Europe and the East.

EVERETT & Co.,

28 State Street, Boston,

AGENTS FOR

AUGUSTINE HEARD & CO.,

OF CHINA AND JAPAN.

Advances made on consignments of approved merchandise.

Southern Bankers.

NATIONAL

Freedman's Savings Bank

CHARTERED BY CONGRESS IN 1865.

Central Office at Washington, D. C.,

BRANCHES AT

Baltimore, Norfolk, Richmond, New Bern, Wilmington, Raleigh, Charleston, Beaufort, Augusta, (Ga.), Savannah, Macon, Jacksonville, Tallahassee, Mobile, Huntsville, New Orleans, Vicksburg, Memphis, Nashville, Chattanooga, Louisville, St. Louis, Martinsburg, New York and Washington.
Collections promptly made.
These Banks are for the Colored people.

The Deposits are now \$1,250,000.

D. L. EATON, Actuary. J. W. ALVORD, Pres't.

JAY COOKE & CO., New York Correspondent.

Edward C. Anderson, Jr.

BANKER, FACTOR AND

Commission Merchant,

Savannah, Ga.

Special attention given to consignments of Cotton, Gold, Stocks, Bonds and Foreign and Domestic Exchange, bought and sold.

Collections promptly remitted for
Orders solicited for the purchase of Sales of Produce and Securities. Prompt attention guaranteed.
New York Correspondents: LAWRENCE BROS. & CO.

LANCASTER & Co.,

BANKERS AND STOCK AND EXCHANGE BROKERS,

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BROWN, LANCASTER & CO.,

No. 38 SOUTH STREET, BALTIMORE, MARYLAND.

LANCASTER, BROWN & CO.,

No. 23 NASSAU STREET, NEW YORK.

J. L. LEVY,

STOCK BROKER

AND

Exchange Dealer,

23 CARONDELET STREET,

NEW ORLEANS.

General Partner.....J. L. LEVY.

Partner in Command.....E. J. HART.

Collections made on all points.

Marquand, Hill & Co.,

BANKERS AND BROKERS,

37 WALL STREET,

New York.

JOHN P. MARQUAND, GEORGE H. B. HILL

Stocks, Bonds and Gold, bought and Sold on commission. Business Paper Negotiated.

HENRY MEIGS,

Banker and Broker, No. 27 Wall St.,

Member of New York Stock Exchange,

(Formerly cashier of the Metropolitan Bank, and late

of the firm of H. Meigs, Jr., & Smith).

Offers his services for the purchase and sale of Government and all other Stocks, Bonds and Gold,

Interest allowed on deposits.
Investments carefully attended to.

Western Bankers.

GILMORE, DUNLAP & Co.,

108 & 110 West Fourth Street,

CINCINNATI, OHIO.

Dealers in GOLD, SILVER and all kinds of

GOVERNMENT BONDS.

COLLECTIONS MADE at all accessible points and remitted for on day of payment.

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Hayden, Hutcheson & Co

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COLUMBUS, OHIO,

Do a General Banking, Collection, and Exchange Business.

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BANKERS,

ST. LOUIS, MISSOURI.

Buy and Sell Exchange on all the principal cities of the United States and Canada. Also
Drafts on London and Paris for Sale.

NATIONAL BANK OF THE STATE OF MISSOURI.

in St. Louis.

ESTABLISHED 1837.

Capital paid in\$3,410,300

This Bank, having reorganized as a National Bank is now prepared to do a general banking business.

Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West
JAMES H. BRITTON, Pres. CHAS. E. DICK ON
EDWARD F. CURTIS Cashier

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Stock and Bond Brokers,

NO. 323 NORTH THIRD STREET,

SAINT LOUIS, MO.

W. M. F. HEWSON,

STOCK BROKER,

Office No. 21 West Third Street, Cincinnati, Ohio.
Refer to: All Cincinnati Banks, and Messrs. LOCKWOOD & Co., New York.

MORTON, GALT & Co.,

BANKERS,

150 West Main Street, Louisville, Ky., dealers in Foreign and Domestic Exchange, Government Bonds and all Local Securities. Give prompt attention to collections and orders for investment of funds.

S. McCLEAN & Co.,

BANKERS,

PITTSBURGH PA.

SECOND NATIONAL BANK,

TITUSVILLE, PENN.,

Capital\$200,000

Deposited with U. S. Treasurer to secure Circulation and Deposits 500,000.

G. C. HYDE, Cashier. CHAS. HYDE, Pres't.

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J. M. Weith & Arents,

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DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

No. NEW STREET.

Loans Negotiated.

Lounsbery & Fanshawe,

BANKERS & BROKERS,

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Government Securities,

Gold and Foreign Exchange.

RICHARD P. LOUNSBERRY, WILLIAM B. FANSHAW

Miscellaneous.

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LUTHER KOUNTZE,**
52 Wall Street, New York.

Deposits received from Banks and Individuals, subject to check at sight, and interest allowed thereon at FOUR PER CENT per annum.
Collections made throughout the United States, the British Provinces and Europe.
Government Securities bought and sold.

H. C. HARDY & SON,
No. 4 Wall Street, New York.

Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

**MUNROE & Co.,
AMERICAN BANKERS.**
NO. 7 RUE SCRIBE, PARIS,

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Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchange on Paris.

**STOKER, TAYLOR & Co.,
BANKERS.**
21 NASSAU STREET, NEW YORK.
Sight and Time Bills on LONDON, LIVERPOOL, EDINBURGH and DUBLIN, PARIS, BREMEN, HAMBURG, BERLIN, FRANKFORT-ON-MAIN, VIENNA, etc.
STOCKS, BONDS and GOLD BOUGHT AND SOLD ON COMMISSION.
COLLECTIONS made in all parts of Europe.

**White, DeFreitas &
Rathborne,**
Bankers and Brokers, 17 Broad St.
Government Securities, Gold, Stocks and Bonds, bought and sold exclusively on Commission at the New York Stock Exchange.
Interest allowed on Deposits.
Refer to WM. H. COX, Esq., Cashier Mechanics National Bank.

Norway and Swedes Iron
WM. JESSOP & SONS,
Importers of Norway & Swedes Iron, including U.B., A.B., S.F., and other brands, which they offer for sale at 91 and 93 John street, New York and 138 and 139 Federal street, Boston.
They have also in stock their usual supply of every description of bar and Sheet Steel.

MORRIS, TASKER & Co.,
Pascal Iron Works, Philadelphia.
Manufacturers of Wrought Iron Tubes, Lap Welded Boiler Flues, Gas Works Castings and Street Mains, Artesian Well Pipes and Tools, Gas and Steam Fitters' Tools, &c.
OFFICE AND WAREHOUSES:
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HALDWIN LOCOMOTIVE WORKS.
M. BAIRD & Co.,
PHILADELPHIA.
All work accurately fitted to gauges and thoroughly interchangeable. Plan, Material, Workmanship, Finish and Efficiency fully guaranteed.
MATTHEW BAIRD. GEO. BURNHAM. CHAS. T. PARRY

EXTENSION TABLES
(EXCLUSIVELY),
Of Every Style and Quality, at Greatly Reduced Prices.
WM. HEERDT, Manufacturer,
150 WOOSTER STREET,
BETWEEN PRINCE AND HOUSTON STREETS
NEW YORK.

Insurance.

Fire Insurance Agency,
NO. 62 WALL STREET.
NEW YORK.

Etna Insurance Comp'y,
HARTFORD, CONN.

Cash Capital.....\$3,000,000 00
Assets.....\$5,150,931 71

SPRINGFIELD

FIRE & MARINE INSURANCE CO.,
SPRINGFIELD, MASS.
Cash Capital.....\$500,000 00
Assets.....\$901,677 11

**Providence Washington
INSURANCE COMPANY,**
OF PROVIDENCE, R. I.

Cash Capital.....\$200,000 00
Assets.....\$392,425 52

**AMERICAN
INSURANCE COMPANY,**
OF PROVIDENCE, R. I.
Cash Capital.....\$200,000 00
Assets.....\$324,346 60
JAS. A. ALEXANDER, Agent.

FIRE INSURANCE.
**North American Fire
Insurance Co.,**
OFFICE 114 BROADWAY,

BRANCH OFFICE 9 COOPER INSTITUTE THIRD AVENUE.
INCORPORATED 1823.

Cash Capital.....\$500,000 00
Surplus.....245,911 93
Cash Capital and Surplus, July 1st, 1868, \$745,911 93.

Insures Property against Loss or Damage by Fire at the usual rates.
Policies issued and Losses paid at the office of the Company, or at its various Agencies in the principal cities in the United States.

JAMES W. OTIS, President.
R. W. BLEECKER, Vice Pres.
F. H. CARTER, Secretary.
J. GRISWOLD, General Agent.

Queen Fire Insurance Co
OF LIVERPOOL AND LONDON.

AUTHORIZED CAPITAL.....\$2,000,000 Stg.
SUBSCRIBED CAPITAL.....1,860,236
PAID UP CAPITAL AND SURPLUS.....\$1,232,340

Special Fund of \$200,000
Deposited in the Insurance Department at Albany.
UNITED STATES BRANCH, No. 117 BROADWAY, N. Y.
GEORGE ADLARD, Manager
WILLIAM H. ROSS, Secretary.

**THE
NORTH BRITISH
AND
Mercantile Insurance Co**
OF
LONDON AND EDINBURGH.

PAID UP CAPITAL AND ACCUMULATED FUND
\$14,044,635 31 IN GOLD.

UNITED STATES BRANCH OFFICE,
50 WILLIAM STREET, NEW YORK & A.
J. C. ALLYN, Associate Manager
CHAS. E. WHITE, Assistant Manager.

**HARTFORD
FIRE INSURANCE COMPANY**
OF HARTFORD, CONN.
Capital and Surplus \$2,000,000.
Geo. M. COIT, Sec'y. Geo. L. CHASE, Pres.

PHOENIX FIRE INSURANCE CO
OF HARTFORD, CONN.
Capital and Surplus \$1,400,000.
D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres.
Losses promptly adjusted by the Agents here, and paid in current money.
WHITE ALLYN & CO., Agents,
NO. 30 WILLIAM STREET.

Insurance

**OFFICE OF THE
ATLANTIC**
Mutual Insurance Co.,
NEW YORK, JANUARY 26, 1886.

The Trustees, in conformity to the Charter of the Company, submit the following statement of the affairs on the 31st December, 1885:
Premiums received on Marine Risks, from 1st January, 1885, to 31st Dec., 1885.....\$4,752,960 00
Premiums on Policies not marked off 1st January, 1888.....2,563,002 31
Total amount of marine premiums.....\$7,315,962 31

No policies have been issued upon life risks; nor upon fire risks disconnected with marine risks.
Premiums marked off from 1st January, 1885 to 31st December, 1885.....\$5,807,978 31
Losses paid during the same period.....\$3,081,080 49
Reports of premiums and expenses.....\$1,883,280 61

The Company has the following assets, viz.:
United States and State of New York stock, city bond and other stock.....\$7,367,458 31
Loans secured by stocks and otherwise.....2,314,100 00
Real estate and bonds and mortgages.....310,000 00
Interest, and sundry notes and claims due the Company, estimated at.....207,530 00
Premium notes and bills receivable.....2,853,907 54
Cash in bank.....405,548 96
Total amount of assets.....\$13,660,811 32

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof or their legal representative on and after Tuesday the Second of February next.

The outstanding certificates of the issue of 1865 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Second of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A Dividend of Forty Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December 1885, for which certificates will be issued on and after Tuesday, the Sixth of April next.

By order of the Board,

J. H. CHAPMAN,
Secretary.

TRUSTEES:

J. D. Jones,	Joseph Galliard, Jr.
Charles Dennis,	C. A. Hand,
W. H. H. Moore,	James Low,
Henry Coit,	B. J. Howland,
Wm. C. Pickersgill,	Benj. Babcock,
Lewis Curtis,	Robert B. Minturn,
Charles H. Russell,	Gordon W. Burnham,
Lowell Holbrook,	Frederick Channing,
R. Warren Weston,	R. L. Taylor,
Royal Phelps,	Geo. S. Stephenson,
Caleb Barstow,	William H. Webb,
A. P. Pillot,	Paul Spofford,
William E. Dodge,	Sheppard Gandy,
David Lane,	Francis Skiddy,
James Bryce,	Charles P. Burdett,
Daniel S. Miller,	Robert O. Ferguson,
Wm. Sturgis,	Samuel G. Ward,
Henry K. Bogert,	William E. Barnes,
Charles F. Perkins,	Samuel L. Mitchell,

JOHN G. DE FOREST.

JOHN D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2d Vice-President.
J. D. HEWLETT, 3d Vice-President.

Dry Goods.

N.B.FALCONER & CO

IMPORTERS OF
STAPLE AND FANCY

British Dress Goods,

VELVETS, VELVETEENS,
Umbrella Alpaca and Gingham, &c.,
NO. 217 CHURCH STREET.
Between Walker and Lispenard.

Miscellaneous.

FOR BOSTON DAILY.

METROPOLITAN STEAMSHIP CO.'S
OUTSIDE LINE OF

Neptune Steamers,

COMPRISING

NEPTUNE, NEREUS and GLAUCUS,
2,000 Tons Each,SAILING TUESDAYS, THURSDAYS & SATURDAYS
ANDAsland, Wm. P. Clyde and P. Sandford
1,000 Tons Each,

SAILING ON INTERMEDIATE DAYS.

From PIER 11 N. R., at 5 P. M.

Connecting at Boston with Fitchburg, Boston and
Lowell, Boston and Maine and Eastern Railroad, and
in New York with the Erie Railway. Freights taken
and through rates given to and from all points on the
above Roads and their connections. No charge for
Wharfage in Boston.WM. P. CLYDE,
Genl. Supt. and Agent, Pier 11 N. R.
H. M. WHITNEY, Agent, Central Battery Wharf,
Boston.

Henry Lawrence & Sons,

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.

182 FRONT STREET, NEW YORK

MEDITERRANEAN GOODS.

J. SCHNITZER,

33 CENTRAL WHARF, BOSTON.

Offer for sale

Liquorice Sticks and Paste.
Wools of every descriptions.

Gums

Opium and Persian Berries.

Canary and Hemp Seed,

Figs, Raisins, Boxwood,
Otto Roses, &c

FRANCIS SPIES,

GENERAL SHIPPING AND COMMISSION
MERCHANT,

No. 66 South Street, New York,

(Formerly with Messrs Moses Taylor & Co.)

ADVANCES MADE ON APPROVED SHIPMENTS
Merchandise to my friends in South America, British
and Spanish West Indies, Great Britain, India and
Australia.

Insurance.

The Liverpool & Lon-
don & Globe Ins. Co.

Assets Gold, \$17,690,390

Assets in the

U. States 2,000,000

45 William St.

Iron and Railroad Materials.

NAYLOR & CO.,

NEW YORK, BOSTON, PHILA.,
99 John street. 80 State street. 208 So. 4th street

CAST STEEL RAILS,

CAST STEEL TYRES,

Cast Steel Frogs, and all other Steel Material for
Railway Use.

HOUSE IN LONDON:

NAYLOR, BENZON & CO.,

34 Old Broad Street,

who give special attention to orders for

Railroad Iron,

as well as Old Rails, Scrap Iron and Metals.

NOVELTY IRON WORKS,

Nos. 77 & 83 Liberty Street,

Corner Broadway, New York.

Palm and Ornamental Iron Works of all kinds for
Buildings.

Dana & Litchfield,

W am Street, New York.

Railroad Iron,

Street Rails and Light T
Rails for Mines.OLD RAILS AND SCRAP PURCHAS-
ED AND SOLD.

AGENTS FOR THE CELEBRATED

BURDON SPIKES.

Thomas J. Pope & Bro.

METALS.

292 PEARL STREET, NEAR BEEKMAN STREET
NEW YORK

IRON.

IRON.

IRON

Wm. D. McGowan,

IRON BROKER.

73 WATER ST., PITTSBURGH, PA.

IRON COTTON TIES

OF SUPERIOR QUALITY,

WITH OR WITHOUT BUCKLES,

FOR SALE CHEAP.

D. LITTLEJOHN & CO.,

245 Pearl Street.

Cheapest and Best.

BUTLER'S PATENT COTTON TIES,
FOR BALING COTTON.This Tie is made of the best Belgian Iron, and re-
ceived the highest premium at the Louisiana State
Fair, for strength and simplicity.
For sale very cheap.

QUIN & ARNOLD, Agents,

43 BROAD STREET.

Iron Cotton Ties.

The undersigned, Sole Agents in New York, for the
sale and distribution of theARROW TIE AND SELF-FASTENING
WROUGHT IRON BUCKLE TIES.Manufactured by J. J. McQuinn, Liverpool, respect-
fully solicit orders for delivery in New York or other
ports in the United States, or at Liverpool.

SWENSON, PERKINS & CO.,

BEA STREET.

Iron and Railroad Materials.

GILEAD A. SMITH,

Bartholomew House, opposite Bank
of England,
LONDON, E. C.

Railroad Iron,

Old Rails,

Bessemer Rails, &c.

U. S. BONDS AND AMERICAN RAILWAY SECU-
RITIES NEGOTIATED.

Correspondents in America:

Messrs. JAY COOKE & Co., New York, Messrs. JAY
COOKE & Co., Washington, Messrs. E. W. CLARK
& Co., Philadelphia, Mr. J. EDGAR THOMSON, Phila-
delphiaS. W. Hopkins & Co.,
58 Old Broad Street, London,

AND

69 & 71 Broadway, New York,

Negotiate in Europe and America every description

TOWN, COUNTY, CITY, STATE,

AND

Railroad Bonds,

For Railroad Companies and Contractors in connec-
tion with the purchase and sale of both Foreign and
American

RAILROAD IRON

AND EQUIPMENTS.

Railroad Companies.

We beg to call the attention of Managers of Rail-
ways and Contractors throughout the United States
and Canada to our superior facilities for executing
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